

NFPA 307

Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves

2000 Edition



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An International Codes and Standards Organization

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NFPA 307

Standard for the

Construction and Fire Protection of Marine Terminals, Piers, and Wharves

2000 Edition

This edition of NFPA 307, *Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves*, was prepared by the Technical Committee on Marine Terminals and acted on by the National Fire Protection Association, Inc., at its World Fire Safety Congress and Exposition™ held May 14–17, 2000, in Denver, CO. It was issued by the Standards Council on July 20, 2000, with an effective date of August 18, 2000, and supersedes all previous editions.

This edition of NFPA 307 was approved as an American National Standard on August 18, 2000.

Origin and Development of NFPA 307

This document originated in 1980 from the combination of the 1967 edition of NFPA 307, *Recommendations for the Operation of Marine Terminals*, and the 1975 edition of NFPA 87, *Standard for the Construction and Protection of Piers and Wharves*.

NFPA 87 was withdrawn by the Standards Council in October 1980, and the 1980 edition of NFPA 307 was re-titled *Standard for the Construction and Fire Protection of Marine Terminals, Piers, and Wharves*.

NFPA 87 was first initiated by the Committee on Piers and Wharves from 1915 to 1925, and was adopted by NFPA in 1925. Revised editions were adopted in 1931, 1935, 1954, 1963, 1968, 1971, and 1975.

NFPA 307 was first adopted by NFPA in 1951. Revised editions were adopted in 1961, 1967, 1980 (when NFPA 87 was incorporated), 1985, 1990, and 1995.

The 2000 edition of NFPA 307 consists of amendments to the 1995 edition. The Technical Committee identified a need for the 2000 edition to reflect current marine terminal operating procedures and updated methods of material handling and storage.

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This list represents the membership at the time the Committee was balloted on the final text of this edition. Since that time, changes in the membership may have occurred. A key to classifications is found at the back of the document.

NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents relating, generally, to the fire safe construction and fire protection of piers and wharves and of structures thereon. It shall also be responsible for documents relating to the fire safety that is unique to marine terminal facilities and operations but avoiding duplicating and overlapping the scopes of other NFPA Committees that may have primary jurisdiction.

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NFPA 307**Standard for the****Construction and Fire Protection of
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NOTICE: An asterisk (*) following the number or letter designating a paragraph indicates that explanatory material on the paragraph can be found in Appendix A.

Changes other than editorial are indicated by a vertical rule in the margin of the pages on which they appear. These lines are included as an aid to the user in identifying changes from the previous edition. Where one or more complete paragraph(s) has been deleted, the deletion is indicated by a bullet in the margin between the paragraphs that remain.

Information on referenced publications can be found in Chapter 10 and Appendix E.

Chapter 1 Administration**1.1 Scope.**

1.1.1 This standard shall apply to marine terminals as defined herein. Special use piers and wharf structures that are not marine terminals, such as public assembly, residential, business, or recreational occupancies that differ in design and construction from cargo handling piers, require special consideration. The general principles of this standard for the construction and fire protection of piers and wharves shall be applicable to such structures.

1.1.2* This standard shall not apply to marinas and boatyards.

1.1.3* This standard shall not apply to the handling of flammable or combustible liquids in bulk.

1.1.4* This standard shall not apply to the handling of liquefied gases in bulk.

1.1.5 Nothing in this standard shall supersede any governmental or other regulatory authority or regulations.

1.2 Purpose. The provisions of this document shall be considered necessary to provide a reasonable level of protection from loss of life and property from fire and explosion in marine terminals, piers, and wharves; the provisions reflect situations and state-of-the-art techniques at the time the standard was issued.

Unless otherwise noted, it shall not be intended that the provisions of this document be applied to facilities, equipment, structures, or installations that were existing or approved for construction or installation prior to the effective date of the document, except in those cases in which it shall be determined by the authority having jurisdiction that the existing situation involves a distinct hazard to life or property.

1.3 Units.

1.3.1 All weights and measures used in this standard are in accordance with the modernized metric system known as the International System of Units (SI), followed by approximate conversions in liter units. The liter unit, which is outside of but recognized by SI, is commonly used in international fire protection.

1.3.2 Although some rounded SIs are slightly more stringent than existing values, this change is not intended to apply to existing installations.

1.3.3 In addition, actual numerical values obtained directly from referenced documents, such as NFPA 70, *National Electrical Code®*, are not changed or rounded, although the SI equivalent will be placed first in the text.

Chapter 2 Definitions

2.1 Definitions. The following terms are used herein, with the meanings indicated. See illustrations in Appendix B for additional definitions.

2.1.1 Approach Way. A structure used to gain access to a pier or wharf, but not used to moor barges or vessels.

2.1.2* Approved. Acceptable to the authority having jurisdiction.

2.1.3* Authority Having Jurisdiction. The organization, office, or individual responsible for approving equipment, materials, an installation, or a procedure.

2.1.4* Bent. A main supporting framework consisting of a transverse row of piling with interconnecting pile cap and bracing.

2.1.5 Berth. The water area at the side of a pier or wharf where vessels remain afloat when moored at the pier or wharf. (See 2.1.20, *Slip*.)

2.1.6 Bulkhead Building. A structure generally having a solid-fill-type substructure and forming the land end of one or more piers.

2.1.7 Bulkhead Wall. A retaining wall of timber, stone, concrete, steel, or other material built along, or parallel to, navigable waters.

2.1.8 Cargo. Commodities in transit.

2.1.8.1 Bulk Cargo. Unpackaged commodities carried in the holds or tanks of cargo vessels and tankers and generally transferred by such means as conveyors, clamshells, pipeline, etc.

2.1.8.2 Breakbulk Cargo. Commodities packaged in bags, drums, cartons, crates, etc., commonly, but not always, palletized and conventionally stevedored and stowed.

2.1.8.3 Containerized Cargo. Commodities stowed and transported in a container.

2.1.9 Chassis. Special trailer or wheeled undercarriage on which containers or roll-on/roll-off (RO/RO) cargoes are moved.

2.1.10 Container. A standard, reusable, boxlike structure having a volume of 1.81 m³ (64 ft³) or more, designed and constructed to permit lifting, with its contents intact, during transportation.

2.1.11* Container Freight Station (CFS). A transload facility used primarily for loading and unloading cargo from containers.

2.1.12 Hazardous Material. A substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

2.1.13* Listed. Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation

of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

2.1.14 Marine Terminal. A facility comprising one or more berths, slips, piers, wharves, loading and unloading areas, warehouses, and storage yards used for transfer of people and/or cargo between waterborne carriers and land.

2.1.15* Pier. A structure, usually of greater length than width and projecting from the shore into a body of water with direct access from land, that can be either open deck or provided with a superstructure.

2.1.16 Protected Steel. Structural steel protected by the application of a material such as concrete to maintain the stability of the steel under fire conditions for a specified period of time.

2.1.17 Roll-On/Roll-Off (RO/RO). A form of cargo handling utilizing a vessel designed to load or unload cargo by using wheeled vehicles that roll on or roll off.

2.1.18 Shall. Indicates a mandatory requirement.

2.1.19 Should. Indicates a recommendation or that which is advised but not required.

2.1.20 Slip. A berth formed by an extension, artificial or otherwise, of a navigable water into the space between adjacent structures, where vessels shall be moored. (*See 2.1.5, Berth.*)

2.1.21 Standard. A document, the main text of which contains only mandatory provisions using the word “shall” to indicate requirements and which is in a form generally suitable for mandatory reference by another standard or code or for adoption into law. Nonmandatory provisions shall be located in an appendix, footnote, or reprint note and are not to be considered a part of the requirements of a standard.

2.1.22 Substructure. That portion of the construction of a pier or wharf below, and including, the deck. (*See Appendix B.*)

2.1.23 Superstructure. That portion of the construction of a pier or wharf above the deck.

2.1.24 Terminal Operator. The owner or other person, such as the leasee, who is responsible for the operation of the facility.

2.1.25* Terminal Yard. Those open areas at a marine terminal site provided for the temporary storage of cargo, containers, and cargo-handling equipment, and areas devoted to the maintenance of the terminal and equipment.

2.1.26 Transit Shed. A transload facility for cargoes, usually located on a pier or wharf and primarily used for transfer of breakbulk-type cargo.

2.1.27 Transload Facility. A building or structure used for loading and unloading cargo from containers, trucks, railcars, and vessels; the classification and consolidation of commodities; and the temporary storage of commodities, such as a transit shed or container freight station.

2.1.28 Warehouse. A building used for long-term storage of commodities, in contrast to temporary storage in container freight stations and transit sheds.

2.1.29 Water Level.

2.1.29.1 Low Water Level. In nontidal locations, the normal low water level; in single tidal areas, mean low water; and in dual tidal areas, mean lower low water.

2.1.29.2 Mean Low Water Level, Mean High Water Level, Mean Lower Low Water Level, or Mean Higher High Water Level. A tidal datum. A long-term arithmetic mean of the named tidal levels as promulgated for a given location in the tables and charts of the National Ocean Survey of the National Oceanic and Atmospheric Administration.

2.1.30 Tidal Range. The difference in height between mean lower low water and mean higher high water or, in places having only one tide daily, between mean low water and mean high water.

2.1.31* Wharf. A structure at the shoreline, having a platform built along and parallel to a body of water with either open deck or provided with a superstructure.

Chapter 3 Piers and Wharves

3.1 General. Design, all materials, and the workmanship elements of pier and wharf construction shall conform to standards and construction practices that will ensure a durable and safe structure that will withstand the forces of nature to which piers and wharves are likely to be exposed (the deteriorating influences of the environment and the expected wear and tear of operation and use), so that a safe place is provided for all occupants.

3.2 Substructure Construction.

3.2.1* Substructure Construction and Protection. Construction and protection standards for the three basic pier substructure construction types — namely, fire-resistive, noncombustible, and combustible — and also any combination of these materials in a fourth construction type defined herein as composite construction, shall conform to the requirements outlined in this chapter. (*See also diagrams in Appendix B.*)

3.2.2 Protection Against Mechanical Damage. Concrete or other portions of pier or wharf structures that are exposed to impact or abrasion by vessels, or are subject to damage by floating ice or debris, shall be protected by an open-fender system constructed of wood or other material approved by the authority having jurisdiction. Provisions shall be made to reduce the impact force exerted on the pier with details of construction that prevent excessive damage from ordinary operations.

3.2.3 Support for Walls. When piers or wharves are located in soft or yielding bottoms where unequal loading results in unequal settlement, the substructure for supporting division walls and walls enclosing stairs, elevators, escalators, and chutes shall be separate and distinct from the structure of the pier.

3.2.4 Fire-Resistive Substructures.

3.2.4.1 General. A fire-resistive substructure shall be one having a fire resistance rating in all of its parts of not less than 4 hours.

3.2.4.1.1 If wood piles, wood cribwork, or unprotected steel piles are used, they shall not extend above low water.

3.2.4.1.2 If wood piles, wood cribwork, or unprotected steel piles are used in tidal waters, they shall not extend more than one-half the tidal range or a maximum of 1 m (3 ft) above low water.

3.2.4.2 Pier Deck. Pier decks shall be reinforced concrete, or equivalent construction, to afford a 4-hour fire resistance rating. Where railroad tracks extend onto the pier deck and are at a lower level than the deck, the sides and bottom of the depressed section shall be of the same construction as the pier deck, or of equivalent fire resistance rating.

When used on the underside of the pier deck, vapor barriers, moisture shields, coatings, or finishes shall conform to the definition of noncombustible or limited combustible as defined in NFPA 220, *Standard on Types of Building Construction*.

3.2.4.3 Aprons. Pier aprons or platforms built along the sides or ends of the pier shall have the substructure and deck constructed to have a 4-hour fire resistance rating.

3.2.5 Noncombustible Substructures.

3.2.5.1* General. Noncombustible substructures shall meet the requirements for fire-resistive substructures in accordance with 3.2.4.

Exception: Structural steel and steel piles above the critical level in relation to low water specified in 3.2.4.1 are not provided with fireproofing equivalent to a 4-hour fire resistance rating; or one of reinforced concrete for which a 4-hour resistance rating has not been established by standard test.

3.2.5.2 Pier Deck. Pier decks shall conform to the requirements of 3.2.4.2, except that the fire resistance rating requirement of fire-resistive substructures shall not apply to noncombustible pier decks.

3.2.5.3 Aprons. Pier aprons or platforms built along the sides or ends of the pier shall have the substructure and deck constructed so as to have a fire resistance rating equal to that of the pier substructure and deck.

3.2.6 Combustible Substructures.

3.2.6.1* Piles and Stiffening Members. The substructure shall be constructed of wood piles extending to the pier deck. Stiffening of the piling shall be by the use of inclined bracing piles or cross braces of timber of not less than 100 mm (4 in.) nominal minimum dimension and 20,000 mm² (32 in.²) minimum cross-sectional area. The cross bracing shall be designed to offer a minimal surface exposed to fire and the smallest possible obstruction to the distribution of water in fighting fires under the pier deck. Deep narrow spaces between timbers shall be firestopped over each bent, or at least once in each timber length.

3.2.6.2 Pier Deck and Supports. The following provisions shall apply:

(a) Pile caps shall consist of sawed timber not less than 200 mm (8 in.) nominal minimum dimension and 62,000 mm² (96 in.²) minimum cross-sectional area, and the deck stringers of not less than 150 mm (6 in.) nominal minimum dimension and 46,000 mm² (72 in.²) minimum cross-sectional area. Deck planking on stringers shall be not less than 100 mm (4 in.) in thickness, and on this shall be laid a wearing surface of 50 mm (2 in.) of wood sheathing or a layer of concrete or asphalt or other material of equivalent durability. The sheathing and deck planks shall be laid at right angles, except that in the driveways the sheathing shall be permitted to be laid diagonally. Joists 100 mm (4 in.) or less in thickness shall not be used in this type of construction.

(b) Pier decks without superstructures shall have deck planking not less than 76 mm (3 in.) thick.

(c) Pier decks of composite laminated timber and concrete construction shall be acceptable, provided that timbers used shall be not less than 50 mm (2 in.) in nominal thickness, and shall be treated for protection against decay, termites, or attack by marine life.

(d) Any openings in pier decks, such as spaces between bull rail and pier deck, alongside railroad or crane tracks, and others made necessary for operations or equipment, shall be suitably closed to prevent debris from falling through and accumulating on substructure members. Steel angle iron, steel plate, or equivalent noncombustible material of a thickness that will resist damage and fire spread shall be used for closures and shall be permanently installed in such a manner as to accommodate operations and accomplish these objectives. (See diagrams in Appendix B.)

(e) Where railroad tracks extend onto a pier at a lower level than the deck, the sides and bottom of the depressed section shall be of the same construction as the pier deck, or of equal or greater fire resistance. Side hatches shall be permitted in the walls of such depressed sections, for fire-fighting purposes, with openings normally closed by hatch covers having a fire resistance rating equivalent to the walls.

3.2.6.3 Aprons. Pier aprons or platforms built along the sides or ends of the pier shall have the substructure and deck constructed to have fire-resistive qualities equal to that of the pier substructure and deck, except that at every fire wall of the substructure and superstructure, a section of the apron or platform and its substructure shall be of fire-resistive construction, as defined in 3.2.4. This fire-resistive section shall extend for a distance of at least 3 m (10 ft) on each side of the fire wall.

3.2.7 Composite Substructures.

3.2.7.1 General. Composite construction shall be any combination of combustible and noncombustible materials (with or without fire resistance rating), described in 3.2.4, 3.2.5, and 3.2.6, not meeting the limitations in 3.2.4.1.1 and 3.2.4.1.2.

3.2.7.2 Pier Decks, Supports, Bracings, and Aprons. Pier decks, supports, bracings, and aprons shall conform to the construction requirements of 3.2.4, 3.2.5, and 3.2.6 for the type of construction used for the various portions of substructure.

3.3 Substructure Protection and Subdivision.

3.3.1 Protection and Subdivision of Noncombustible Substructures. The provision of fire walls, firestops, automatic sprinklers, and other fire-extinguishing facilities under the pier deck shall depend upon the amount of exposed steel, the fire resistance ratings of reinforced concrete construction or assemblies, and the fire hazard as determined by the authority having jurisdiction.

3.3.2* Protection and Subdivision of Composite Substructures. The provision of fire walls and firestops, automatic sprinklers, and other fire-extinguishing facilities shall conform to the requirements for combustible substructures as provided in 3.3.3 except where exposed combustible structural materials are limited to piling and intrabent bracing, and the height from low water to the top of combustible construction does not exceed the typical distance between bents; then, the provision of fire walls and firestops and the installation of automatic sprinklers or other fire-extinguishing facilities under the pier deck shall depend upon the amount and concentrations of all exposed combustible materials, fire resis-

tance rating of the pier deck, configuration of and access to the substructure, and the fire hazard.

3.3.3 Protection and Subdivision of Combustible Substructures.

3.3.3.1 Automatic Sprinklers. A complete system of automatic sprinklers shall be installed for the protection of all combustible substructures.

3.3.3.1.1 The requirement of a complete automatic sprinkler system shall be permitted to be waived for those existing substructures specified in 3.3.3.3 and for piers and wharves that have all of the following characteristics:

- (1) Solid decking that is 7.5 m (25 ft) or less in width
- (2) 465 m² (5000 ft²) in area or smaller, exclusive of approach ways that are 7.5 m (25 ft) or less in width
- (3) Separated by at least 9 m (30 ft) from other structures
- (4) No superstructures exceeding 46.5 m² (500 ft²) in individual area nor 140 m² (1500 ft²) in aggregate area, and such superstructures are not less than 9 m (30 ft) apart

3.3.3.1.2 Installation of Sprinklers. Installation of sprinkler equipment shall be in accordance with the applicable provisions of NFPA 13, *Standard for the Installation of Sprinkler Systems*. Where there is danger of damage to sprinkler equipment by floating objects, physical barriers shall be provided to exclude such objects.

3.3.3.1.3 Additional Installation Requirements. In addition to the applicable provisions of NFPA 13, *Standard for the Installation of Sprinkler Systems*, the following provisions shall apply:

(a) Where narrow horizontal channels or spaces are caused by caps, stringers, ties, and other structural members and where the standard upright sprinkler does not project sufficient water upward to extinguish or control fires on the underside of the pier or wharf deck, a sprinkler that projects water upward to wet the overhead (such as a pendant sprinkler installed in an upright position or the old-style sprinkler) shall be used. Location, spacing, and deflector position shall be governed by the discharge pattern of the sprinkler and the structure being protected.

The following design and installation guides shall apply where pendant sprinklers in the upright position or old-style sprinklers are to be utilized:

- (1) The maximum coverage per sprinkler head shall be limited to 7.5 m² (80 ft²).
- (2) Where spacing or arrangement of stringers constitutes typical open-joist construction directly supporting the deck, sprinkler branch lines shall be installed between the bents at right angles to the stringers.
 - a. Spacing between branch lines shall not exceed 3 m (10 ft).
 - b. Sprinklers on branch lines shall be staggered and spaced not to exceed 2.5 m (8 ft) on center.
- (3) Where crisscross construction is involved [typically ties on stringers — see Figure B.1(a) in Appendix B], closer spacing of sprinklers shall be permitted as necessary to provide wetting of the entire structure.
- (4) The deflectors of sprinklers on lines under stringers shall be located not less than 100 mm (4 in.) nor more than 250 mm (10 in.) below the bottom plane of the stringer, and not more than 450 mm (18 in.) below the underside of the pier or wharf deck.

(5)* The sprinkler system shall be hydraulically designed in accordance with the requirements of NFPA 13, *Standard for the Installation of Sprinkler Systems*.

- a. Sprinklers shall be 12.7-mm ($1/2$ -in.) orifice and shall discharge at a minimum pressure of 85 kPa (12.5 psi).
- b. Design area shall be based upon the largest area between firestops plus an additional area embracing at least two branch lines on opposite sides of the fire-stop.
- c. Minimum design area shall be not less than 465 m² (5000 ft²).
- (6) The temperature rating of the sprinkler shall not exceed 74°C (165°F).
- (7) The maximum area to be protected by any one system shall be limited to 2325 m² (25,000 ft²).

(b) Sprinklers designed and approved specifically for protection of combustible substructures shall be installed in conformity with their listing.

(c) The pipe hangers shall be placed in a location where they will be in the wetting pattern of the sprinkler to prevent the lag screws from burning or charring out, dropping sprinkler piping, and bleeding the system. The distance from the sprinkler to the hanger shall not exceed 460 mm (18 in.).

(d) Horizontal and vertical bracing shall be provided at not more than 6-m (20-ft) intervals on all sprinkler piping 76 mm (3 in.) or larger that is parallel to and within 15 m (50 ft) of the face of the pier or wharf and where bracing has the possibility of being subjected to heavy fireboat nozzle streams.

(e) Sprinkler systems, including hanger assemblies and bracing, in underdeck areas shall be properly protected against corrosion throughout the structure. Sprinklers shall be of corrosion-resistant type. When the fire protection design for substructures involves the use of detectors or other electrical equipment for smoke or heat detection, pre-action or deluge-type sprinkler protection, all detectors and wiring systems shall be moisture- and corrosion-proof to protect against unfavorable atmospheric conditions that exist beneath these structures. Frequent inspection and testing of these systems shall be conducted in accordance with applicable NFPA standards.

(f) Water supply systems, hydrants, fire hose valves, and sprinkler systems shall be installed with adequate protection against freezing and physical damage.

3.3.3.2 Other Extinguishing Facilities. Deck openings to permit the use of revolving nozzles and other fire-fighting devices shall be provided for all combustible substructures in accordance with the following:

(a) Openings in the pier deck shall be provided at intervals not exceeding 7.5 m (25 ft) on center to enable the fire department to place in operation, with the least possible delay, devices suitable for extinguishing underdeck fires.

- (1) Openings shall be over clear spaces to avoid interference by the substructure with effective operation of extinguishing devices.
- (2) The effective arrangement of these openings shall not exceed 64,500 mm² (100 in.²) and shall be not less than 230 mm (9 in.) in the smallest dimension, so as to readily pass the appliances for which they are intended.
- (3) The openings shall be provided with covers that can be removed easily.
- (4) Covers shall be constructed of such material, or so insulated, that they will resist the passage of heat and fire in a manner equivalent to that of the pier deck.
- (5) Location of openings shall be conspicuously indicated. [See also 3.2.6.2(e).]

(b) All parts of the deck, including aprons, where fire fighters shall be expected to work, shall be solid and continuous, have no uncovered openings, and be virtually smoketight.

(c) There shall be maintained on the pier or wharf, preferably at the land end, in readily accessible locations, a sufficient number of revolving nozzles, cellar pipes, and other devices of appropriate type with the necessary supply of hose to permit establishing two complete water curtains across the pier or wharf, and at least two additional nozzles for extinguishing purposes. In determining the number of devices that are required, consideration shall be given to the amount of such equipment carried on fire apparatus due to respond.

(d) To supply water for the devices covered by this section, there shall be installed an adequate water supply and adequate hydrants or hose connections.

3.3.3.3* Other Extinguishing Facilities — Existing Substructures. In existing substructures where, in the opinion of the authority having jurisdiction, it is clearly impractical to install and maintain an automatic sprinkler system, deck openings and revolving nozzles, as specified in 3.3.3.2 in conjunction with the required structural barriers of 3.3.3.4 through 3.3.3.7, shall be permitted to be provided as alternate protection. Consideration shall be given to any built-in extinguishing equipment that is practical to install and maintain, such as partial automatic sprinkler equipment or manual sprinkler equipment, with particular emphasis on preserving the integrity of the required structural barriers under fire conditions.

3.3.3.4 Subdivision of Combustible Substructures. All substructures of combustible construction shall have the under-deck area subdivided by the following:

- (1) Transverse fire walls extending to low water and the full width of the pier, including aprons or platforms, at intervals not exceeding 137 m (450 ft).
 - a. A section of the entire pier deck over the fire wall, including any aprons or platforms, shall be of fire-resistive construction, as defined in 3.2.4, to preserve the effectiveness of the fire wall.
 - b. The fire-resistive section shall extend for a distance of at least 3 m (10 ft) on each side of the fire wall.
 - c. The 6-m (20-ft) fire-resistive cap [3 m (10 ft) on each side of the fire wall] is not required when the fire walls constitute a continuation of the fire walls in a superstructure.
- (2) Transverse firestops located between fire walls.
 - a. Spacing between fire walls and firestops or between firestops shall not exceed 46 m (150 ft).
 - b. Firestops shall fit tightly up against the pier deck and around any structural members or pipes that pass through the firestop so that an effective barrier to fire and draft will be maintained.
 - c. Firestops shall extend to the low water line.
 - d. Where aprons or platforms are built along the sides of the pier, firestops shall extend to the outside edge of such platforms.
- (3) The requirements set forth in subsections (1) and (2) above shall be permitted to be modified where floods, tidal, or wave action render such fire walls or firestops structurally impracticable, provided equivalent protection is obtained by other means.

3.3.3.5 Types of Fire Walls. Substructure fire walls shall have a fire resistance rating of at least 4 hours and shall be con-

structed of reinforced concrete or of other materials that are equivalent in stability and have an equivalent fire resistance rating. Walls shall be free of holes and shall extend to low water.

3.3.3.6* Types of Firestops. Firestops shall have a fire resistance rating of not less than 1 hour and shall be constructed of 150 mm (6 in.) of reinforced concrete or other materials that are equivalent in stability and resistance to physical damage.

3.3.3.7 Existing Substructures. For existing substructures where, in the opinion of the authority having jurisdiction, the standard fire walls required in 3.3.3.5 are impractical, approved firestops installed every 46 m (150 ft) and constructed as specified in 3.3.3.6, shall be permitted to be used as alternate protection.

3.4 Superstructure Construction.

3.4.1* Material Requirements. The type of material or combination of materials used in superstructure construction shall meet the general construction provisions of Section 3.1, and when protected in accordance with this standard shall be of any of the types of construction described in NFPA 220, *Standard on Types of Building Construction*.

3.4.2 Exterior Wall Requirements. Exterior walls that are less than 9 m (30 ft) from other buildings or from property lines shall be constructed of not less than 4-hour fire-resistive construction, and openings in such walls shall be protected by labeled protective devices in accordance with NFPA 80, *Standard for Fire Doors and Fire Windows*. Exterior walls shall be provided with suitable access to the building interior at intervals not exceeding 60 m (200 ft) for the use of fire fighters, guards, and workers.

3.5 Superstructure Protection.

3.5.1 Automatic Sprinklers. All superstructures shall be provided with a complete system of automatic sprinklers installed in accordance with NFPA 13, *Standard for the Installation of Sprinkler Systems*. Automatic sprinklers shall not be required in small superstructures located over unsprinklered fire-resistive substructures if

- (1) Such superstructures do not exceed 46.5 m² (500 ft²) in individual area.
- (2) The total area of all such structures does not exceed 139.4 m² (1500 ft²).
- (3) The separation between any two such structures is not less than 9 m (30 ft).

3.5.2* First Aid Fire Appliances. Portable fire appliances and 38-mm (1½-in.) standpipe connections shall be installed, distributed, and their locations marked in accordance with NFPA 10, *Standard for Portable Fire Extinguishers*; NFPA 13, *Standard for the Installation of Sprinkler Systems*; and NFPA 14, *Standard for the Installation of Standpipe, Private Hydrant, and Hose Systems*.

Chapter 4 Terminal Buildings

4.1 General. This chapter shall apply to buildings and structures located on marine terminal premises other than the piers and wharves and their superstructures described in Chapter 3.

4.2 Construction Requirements. The construction or modification of marine terminal buildings shall conform to the requirements of NFPA 220, *Standard on Types of Building Construction*.

4.3* Additional Requirements. All terminal buildings shall be separated from other buildings as necessary to minimize the effects of fire exposure, giving consideration to the construction, protection, and separation distances of the respective buildings. Outside storage of cargo shall not be within 6 m (20 ft) of the exterior of the building unless the containers, railroad cars, and vehicles are parked for the purpose of loading or unloading cargo. Containers, railroad cars, and vehicles shall only remain parked within 6 m (20 ft) of a building as long as is necessary to meet cargo loading, unloading, and handling requirements.

4.4 Automatic Sprinklers.

4.4.1 Buildings used for the handling or storage of combustible cargo shall be provided with a complete system of automatic sprinklers unless the buildings exceed 465 m² (5000 ft²) total floor area.

4.4.2 Due to the widely varying nature of commodities that might pass through transit sheds, container freight stations, transload facilities, and similar buildings used for handling and temporary storage of general cargo, minimum sprinkler design shall be based upon Extra Hazard (Group 1) classification under the provisions of NFPA 13, *Standard for the Installation of Sprinkler Systems*.

4.4.3 If the maximum storage height that the building will permit exceeds 3.7 m (12 ft), the requirements of NFPA 13, *Standard for the Installation of Sprinkler Systems*, shall be followed for protection of Class I, II, III, IV, or plastic commodities piled to the maximum height permitted by building construction, and the clearance requirements of 8.5.6.

4.4.4 If racks or shelving are present or likely to be present, the requirements of NFPA 13, *Standard for the Installation of Sprinkler Systems*, shall be followed for protection of Class I, II, III, IV, or plastic commodities. Protection in warehouses for the long-term storage of specific commodities shall be designed for the specific use unless the buildings exceed 465 m² (5000 ft²) total floor area.

4.4.5 Warehouses used for the storage of hazardous materials shall be protected by a complete system of automatic sprinklers installed in conformity with the standard applicable to the type of hazardous material being stored.

4.4.6 Warehouses and lockers rented as secured spaces and not directly controlled by the terminal operator shall be protected by a complete system of automatic sprinklers installed in accordance with NFPA 13, *Standard for the Installation of Sprinkler Systems*. Such systems shall be designed and installed with all control valves, drains, and alarms located in an area accessible to terminal personnel for inspection and operation.

4.5 Temporary Storage of Explosives. Buildings used for the temporary storage of explosives or fireworks shall conform to the appropriate provisions of NFPA 495, *Explosive Materials Code*; NFPA 1124, *Code for the Manufacture, Transportation, and Storage of Fireworks and Pyrotechnic Articles*; NFPA 498, *Standard for Safe Havens and Interchange Lots for Vehicles Transporting Explosives*; and regulations of the United States Bureau of Alcohol, Tobacco and Firearms.

4.6 Miscellaneous Service Operations. Where miscellaneous service operations such as office operations, maintenance and repair, and vehicle service are conducted in buildings used for receiving, delivering, and storage of cargo, the requirements of NFPA 513, *Standard for Motor Freight Terminals*, shall apply when they are appropriate and are not covered by this standard. (See also Chapter 8.)

4.7 Manufacturing and Processing Operations. Manufacturing and processing operations conducted on the premises of marine terminals shall be confined to separate buildings that are designed, constructed, and protected for that purpose.

4.8 Structures Located Inside Terminal Buildings. Structures, permanent or temporary, placed inside larger terminal buildings, such as those used for offices and tool sheds, shall be sprinklered.

Chapter 5 Terminal Yards

5.1* General. This chapter shall apply to marine terminal yards, which are those open areas, yards, and lots provided for the temporary storage of cargo and cargo handling equipment and areas devoted to the maintenance of the terminal and equipment. Solid-fill-type wharves that are contiguous to, and form a part of, yard areas shall be considered a part of the terminal yard. As used herein, the term *marine terminal yards* shall not include pier and wharf areas.

5.2 Terminal Yard Surfaces and Markings. Yards shall be paved or otherwise suitably surfaced for the following purposes:

- (1) To permit all-weather operations of heavy equipment with appropriate marking of roadways, access lanes, parking and storage areas
- (2) To facilitate the confinement and recovery of spills
- (3) To control the growth of vegetation and minimize upkeep and maintenance

5.3 Containment and Access. The entire property shall be surrounded by a fence or other suitable means to prevent access by unauthorized persons. An adequate number of gates shall be provided in the surrounding fence or other barriers to permit ready access of fire apparatus in case of fire.

5.4 Vehicular Routes, Traffic, and Parking. Vehicular routes, traffic rules, and parking areas shall be established, identified, and used. Private vehicle parking in marine terminals shall be permitted only in designated areas.

5.5 Fire Lanes.

5.5.1 Access for fire-fighting operations shall be provided by means of fire lanes spaced at such intervals that no portion of any storage or parking area will be over 15 m (50 ft) from the fire lane. Where there is block stowage of empty containers, containers with combustible exteriors shall be interspersed to reduce fire spread.

5.5.2 Fire lanes that are U-shaped, do not exceed 90 m (300 ft) in length, and are adjacent to cargo piled less than 5 m (16 ft) high shall be a minimum of 4 m (12 ft) wide. All other fire lanes shall be a minimum of 6 m (20 ft) wide. Fire lanes shall not dead-end unless designed with a turnaround at the end. Such turnarounds shall have an inside radius of not less than 7.5 m (25 ft) and an outside radius of not less than 15 m (50 ft).

5.5.3 Where there are practical difficulties in meeting the requirements of Section 5.5, the authority having jurisdiction shall be permitted to approve alternative fire lane arrangements, provided the intent of reasonable emergency access is achieved.

5.6 Container Storage. Storage in excess of five containers high shall be permitted only with the coordination of the local authority having jurisdiction.

The local authority having jurisdiction shall consider the need for aerial fire-fighting techniques, improved access for mobile fire-fighting apparatus, and pile stability before permitting this arrangement.

Chapter 6 Water Supply for Fire Protection

6.1 Hydrants and Hose Connections. There shall be provided on or immediately adjacent to every pier, wharf, or marine terminal yard a sufficient number of accessible hydrants or 64-mm (2½-in.) hose outlets for use by public or private fire departments for extinguishing large structure and contents fires, and for use in providing exposure protection. The number and location of hydrants and hose connections shall be determined by the authority having jurisdiction, but shall not be spaced further apart than 90 m (300 ft) nor more than 45 m (150 ft) from a dead-end area.

6.2 Water Supply. The water supply requirement for hydrants shall be in addition to that required for automatic sprinklers. The capacity of the water system shall be sufficient to deliver the quantity of water determined by the authority having jurisdiction, giving due consideration to the relative fire hazard to the property involved and the availability of marine fire-fighting equipment. Fire flow shall be designed for not less than a 4-hour duration. Piping, pumps, and other facilities shall be designed and installed in accordance with the requirements of NFPA 20, *Standard for the Installation of Stationary Pumps for Fire Protection*; NFPA 22, *Standard for Water Tanks for Private Fire Protection*; and NFPA 24, *Standard for the Installation of Private Fire Service Mains and Their Appurtenances*. When water is supplied through connections to public water systems and the installation of additional water supplies, such as private pumping systems and dry hydrants (as described in NFPA 1142, *Standard on Water Supplies for Suburban and Rural Fire Fighting*), fire department pumper connections and similar supplemental or auxiliary supplies that utilize nonpotable water or water sources other than the public water system shall conform to local and state laws and regulations.

Chapter 7 Hazardous Materials Storage

7.1 Hazardous Material. The term *hazardous material* shall include any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated.

7.2 Processing and Placarding. Hazardous materials shall not be processed for further shipment at marine terminals unless packed, labeled, and placarded in accordance with all applicable laws, ordinances, and regulations.

7.3* Handling, Storage, and Loading. Hazardous materials at terminals shall be handled, stored, loaded, and unloaded in

accordance with all applicable laws, ordinances, regulations, the authority having jurisdiction, and NFPA 704, *Standard System for the Identification of the Hazards of Materials for Emergency Response*.

7.4* Bulk and General Cargo Operations. Combined bulk cargo and general cargo operations shall not be permitted where, in the opinion of the authority having jurisdiction, joint operations increase the fire hazard inherent in each operation.

7.5* Written Procedures. A written plan shall be developed and implemented for the handling and temporary storage of hazardous materials at all general cargo terminals, unless the terminals are those where operations are limited to specific types of commodities only and no hazardous materials are being received or delivered.

The plan shall be developed in cooperation with the authority having jurisdiction, and the location, quantity, methods, and time of handling and storing hazardous materials shall be limited and controlled in accordance with such plan. (See plan samples in Appendix D.)

7.6 Designated Storage Areas. The written plan described in Section 7.5 shall require establishment and use of designated areas for temporary storage of hazardous materials except that containerized cargo operations can intersperse individual containers containing hazardous materials with containers containing general cargo, provided storage conforms to the requirements of Section 7.7, and unless the hazardous materials are those materials specified in 7.8.1.

7.7 Hazardous Material and General Cargo Containers. The procedure to be followed where containers with hazardous materials are interspersed with general cargo containers shall be detailed in the written plan described in Section 7.5 and shall be based upon the following general guidelines:

- (1) To minimize concentration and exposure problems, the interspersal plan shall ensure that containers of incompatible materials and containers of the more highly combustible, toxic, or reactive materials are kept well separated from each other.
- (2) Sufficient access space shall be provided for effective use of hose streams and for movement of exposed containers under emergency conditions.
- (3) Containers of hazardous materials shall remain parked or stored on chassis where operations permit.

7.8 Designated Hazardous Materials Storage Areas.

7.8.1* Containers with the following types of hazardous materials shall not be interspersed with general cargo containers:

- (1) Explosive materials as defined in NFPA 495, *Explosive Materials Code*. (Also see Sections 7.15 and 7.16 of this standard.)
- (2) Organic peroxides.
- (3) Liquid oxygen.
- (4) Oxidizing materials.
- (5) Poisonous gases (Division 2.3 materials).
- (6) Chlorine, fluorine, sulfur dioxide, and anhydrous ammonia.
- (7) Flammable solids that are dangerous when wet.
- (8) Radioactive materials.
- (9) Other types of hazardous materials, as designated by the authority having jurisdiction.

7.8.1.1 Storage shall be confined to designated hazardous materials storage areas.

7.8.1.2 Alternative storage location and handling procedures shall be authorized by the authority having jurisdiction where, in his or her judgment, equivalent safety can be provided by such alternatives.

7.8.2 Outside hazardous materials storage areas designated under the provisions of Sections 7.5 and 7.6 shall be located on land, not less than 15 m (50 ft) from buildings and other cargo storage areas, 6 m (20 ft) from property lines, and 30 m (100 ft) from other designated hazardous materials storage areas. Separation distances to buildings and property lines shall be maintained as open space and kept clear of storage of any kind at all times.

7.8.3 Access to designated outside hazardous materials storage areas shall be by means of fire lanes. Such fire lanes shall be not less than 6 m (20 ft) wide and shall be located in such a manner that no part of the storage area is over 15 m (50 ft) from a fire lane. Such fire lanes shall not dead-end.

7.8.4 Designated hazardous materials storage areas shall not be located within the following distances of electrical installations unless such installations comply with the requirements of NFPA 70, *National Electrical Code*.

Exception: Areas where the materials stored or handled are limited to a type or class of cargo not requiring the foregoing electrical installation classification as determined by the authority having jurisdiction. (See NFPA 70, National Electrical Code.)

7.8.5 Designated outside hazardous materials storage areas shall be constructed and situated to prevent runoff or drainage toward building, storage, and storage areas.

7.8.6 Designated outside hazardous materials storage areas shall be enclosed with a 1.8-m (6-ft) high-wire or chain-link fence unless the entire terminal is surrounded by such a fence and the fence is in sound condition.

7.8.7 Designated hazardous materials storage areas shall be posted with signs. Such signs shall be easily visible, not obstructed by cargo storage, and contain the words HAZARDOUS MATERIALS — NO SMOKING in capital letters not less than 150 mm (6 in.) in height.

7.9 Storage of Liquid Hazardous Materials. Areas used to store hazardous materials in a liquid state shall have materials available for blocking drains. Hazardous materials shall not be permitted to enter waterways.

7.10 General Condition of Hazardous Materials Storage Areas. Areas used to store hazardous materials shall be free of grass, weeds, debris, and other combustible waste matter.

7.11 Stacking of Containers Loaded with Hazardous Materials. Containers loaded with hazardous materials shall not be stacked except as permitted by the authority having jurisdiction and all applicable laws, ordinances, and regulations that affect these issues.

7.12 Placards. Placards shall be removed from containers that no longer contain hazardous materials.

7.13 Hazardous Materials Emergency Operations Plan. Terminals handling hazardous materials shall prepare a Hazardous Materials Emergency Operations Plan. This plan shall detail the actions to be taken by responsible managers, employees, and agents of the terminal in the event of a leak,

spill, explosion, fire, or damage to a container. This plan shall be prepared with the authority having jurisdiction and shall comply with all applicable laws, ordinances, and regulations.

7.14 Location of Hazardous Materials Information. Information concerning the location, amount, and type of hazardous materials located within the confines of the marine terminal yard, buildings, piers, and wharves shall be readily available for reference by responding emergency personnel. This information shall be kept at the main gate security office or other location approved by the authority having jurisdiction and as permitted by all applicable laws, ordinances, and regulations.

7.15 Explosive Materials. Marine terminals that receive and deliver explosive materials shall establish and operate an explosives interchange lot and, if transload operations are performed, a less-than-truckload explosives lot, in accordance with the requirements of NFPA 498, *Standard for Safe Havens and Interchange Lots for Vehicles Transporting Explosives*, and NFPA 495, *Explosive Materials Code*.

7.16 Vehicles Transporting Explosive Materials. No vehicles or containers transporting hazardous materials other than explosives shall be parked in an explosives interchange lot except as permitted by NFPA 498, *Standard for Safe Havens and Interchange Lots for Vehicles Transporting Explosives*, the authority having jurisdiction, and all applicable laws, ordinances, and regulations.

Chapter 8 General Terminal Operations

8.1 General. The period of time necessary for cargo to be temporarily stored on the pier or wharf in a transit shed, in a transfer building, or in the terminal yard shall be kept as short as possible. Particular attention shall be directed to the safe storage and handling of highly combustible or hazardous materials.

8.2 The Terminal Operator.

8.2.1 The terminal operator shall establish and enforce fire prevention regulations and be responsible for the provision and maintenance of fire protection equipment. This responsibility requires an understanding of all applicable laws, ordinances, and regulations.

8.2.2 The terminal operator shall have the following responsibilities:

- (1) Train employees in fire prevention and the proper emergency action in the event of fire or other emergency.
- (2) Provide the necessary equipment to control the spread of fire.
- (3) Handle any necessary movement or evacuation of vessels.
- (4) Prepare and implement an emergency operations plan detailing action to be taken in the event of fire, explosion, leak, spill, or damage to container or cargo.

8.3 Fire Organization.

8.3.1 Fire Safety Plan.

8.3.1.1* The terminal operator shall designate a competent and reliable employee(s) who shall be responsible for ensuring that all standpipe, fire hose, sprinkler equipment, portable fire extinguishers, and other fire protection devices and

equipment are properly maintained. Such devices shall be maintained in accordance with applicable NFPA standards.

This employee(s) shall be familiar with proper maintenance procedures and standards.

8.3.1.2 The designated employee(s) shall be familiar with the location of all telephones, valves, alarm boxes, fire hose stations, portable fire extinguishers, and other fire-fighting equipment.

8.3.1.3 The designated employee(s) shall have ready access to information concerning the fire hazard characteristics of the cargoes in the terminal and the location of all cargo that is exceptionally hazardous.

8.3.1.4 The designated employee(s) shall enforce all fire safety regulations and instruct employees in the proper use of fire alarm boxes.

8.4 Vessels.

8.4.1 Maneuverability. All vessels shall be moored in an orderly manner. When mooring vessels, due regard shall be given to rapid removal in the event of a fire originating on either the pier or the vessel.

8.4.2 Mooring of Vessels. Vessels that, in the opinion of the authority having jurisdiction, pose a substantial potential fire hazard due to the cargo they are carrying or the location they are moored shall rig fire warps. Fire warps shall consist of hawsers of sufficient size to take the vessels under tow in the event of an emergency. Fire warps shall be secured to the decks of the vessels and shall hang over the outboard side to within 1.8 m (6 ft) of the surface of the water. An eye shall be spliced into the outboard end of the warp of sufficient size to permit the rapid attachment of a towing shackle.

8.4.3 Mooring of Vessels Carrying Hazardous Materials.

Vessels carrying hazardous materials capable of posing a risk to the terminal, as determined by the authority having jurisdiction, shall not moor in a manner that would require turning the vessel prior to an emergency movement.

8.4.4 Cutting, Welding, or Other Hot Work.

8.4.4.1 Repairs involving cutting, welding, or other hot work shall be limited, as far as practical, to when the vessel is at a marine terminal. Such hot work shall not be permitted when the vessel is fueling, loading, or unloading hazardous materials, or when explosives (Division 1.1, 1.2, or 1.3) are on board or within 30 m (100 ft). (*See Section 9.11 for terminal hot work requirements.*)

8.4.4.2 When such hot work is performed, it shall be conducted in accordance with the authority having jurisdiction and all applicable laws, ordinances, and regulations.

8.4.5 Bunkering (Refueling). Bunkering of vessels at a marine terminal shall be done in accordance with all applicable laws, ordinances, and regulations, and the authority having jurisdiction.

8.4.6 Shipboard Cargo Handling.

8.4.6.1 Smoking shall be prohibited except in designated areas.

8.4.6.2 Cargo handling equipment (lifts, carriers, conveyors) used aboard ship, and the refueling of such equipment, shall conform to all applicable laws, ordinances, and regulations as

prescribed for the type of cargo handled and the requirements of the authority having jurisdiction.

8.5 Terminal Cargo Handling and Storage.

8.5.1 All placement of cargo shall be in accordance with applicable laws, ordinances, and regulations, and the authority having jurisdiction.

8.5.2 Container handling and storage areas shall be suitably identified, including marking of travel lanes to indicate direction of travel. All necessary traffic control measures shall be taken.

8.5.3 Transload Facilities. At least one main aisle shall extend the length of the pier or transit shed. As a minimum, the aisle shall be of sufficient width to permit trucks to maneuver and pass one another. Where cargo is transferred directly to or from railroad cars or vehicles and it is unnecessary to use trucks within the structure, an aisle shall not be required.

8.5.3.1 Aisle spaces shall be established between cargo piles extending from the main aisle to the sides of the transit shed or transload facility. Aisles shall be so arranged that, in addition to separating the cargo piles, they will give ready access to sprinkler control valves, fire hose stations, portable fire extinguishers, and the deck openings for fire-fighting purposes. Cargo shall not interfere with ready access to such equipment.

8.5.3.2 Aisle or access space of at least 600 mm (2 ft) shall be maintained between cargo piles and the side walls, fire walls, or firestops in transit sheds, container freight stations, or similar transload structures.

8.5.4 Clearance between cargo piles and sprinkler deflectors, roof supports, and other building structural members and ignition sources, such as lighting equipment, heating devices, and ductwork, shall be maintained in conformity with the requirements of NFPA 13, *Standard for the Installation of Sprinkler Systems*.

8.5.5 Care shall be exercised to ensure that fire protection facilities, such as automatic sprinklers, are not overtaxed in the event of fire due to the concentration, high-piling, and palletizing of combustible cargoes. The adequacy of the sprinkler system shall be reevaluated when the fire hazard of the commodity in storage or the method of storage change. If found deficient, such system shall be brought into compliance as determined by the authority having jurisdiction.

8.5.6* Fibers. Sisal or other combustible fibers shall be handled in the open or in buildings protected by automatic sprinklers.

8.5.6.1 Fibers shall be piled with at least a 600-mm (2-ft) clear space to side walls and a 300-mm (1-ft) space at supporting columns for material expansion. Proper aisle space for fire department access and fire control by sprinklers and hose stream water penetration shall be maintained. Block piling shall not exceed 12 m × 15 m (40 ft × 50 ft) with stacks no higher than 4 m (12 ft), and palletized storage shall be limited to three pallets high unless the sprinkler system is designed to protect other configurations.

8.5.6.2 Access to the fiber and to the aisles between the fiber stacks shall be restricted to the personnel handling the fiber and to other authorized personnel.

8.6 Time Limitation of Storage. A pier or wharf shall not be used as a warehouse unless the structure was specifically designed for that purpose.

8.7 Separation of Passenger and Cargo Service. Where piers are used for both passengers and cargo, the movement of passengers in or near any cargo area shall be regulated to eliminate any additional fire hazard, and passengers shall be subject to the same No Smoking rule as terminal personnel.

8.8 International Shore Connection. International shore connection, as required by the International Safety of Life at Sea Convention, shall be available at the marine terminal to enable local fire-fighting equipment to be connected to a vessel's fire main system. The threads on the shoreside connection shall be provided by the terminal operator, with adapters to permit the connection of shore fire department hose.

8.9* Watch Service. Security personnel shall be provided by the terminal for the protection of the terminal in such numbers and of such qualifications as to ensure adequate surveillance, prevent unauthorized entrance, and detect fire hazards.

8.10 Notification. The terminal shall have a means to rapidly notify the fire department in the event of an emergency. If a telephone is used for this purpose, such phone shall not require the use of a coin.

Chapter 9 Miscellaneous Installations and Operations

9.1 Tractors, Lift Trucks, Dock Cranes, and Other Material-Handling Equipment.

9.1.1 Material-handling equipment operated by internal combustion engines shall be of approved design and construction and be stored in a separate designated location, not on a combustible pier or wharf.

9.1.2 Unless fire extinguishers are readily accessible, each vehicle shall be provided with an extinguisher approved for Class B and Class C fires.

9.1.3* All fueling and repairs shall be conducted at designated and properly protected locations. All fueling shall be from approved dispensing devices. Emergency refueling shall not be performed on a combustible pier or wharf, nor inside buildings where combustible cargo is stored or handled.

9.1.4 Electrically operated equipment shall be permitted to be stored on the pier or wharf in a segregated area. Battery charging equipment shall be installed in accordance with NFPA 70, *National Electrical Code*.

9.1.5 Material-handling equipment operated aboard ships or in areas where hazardous materials are being stored or handled shall be suitable for such use, as required by all applicable laws, ordinances, regulations, and the authority having jurisdiction.

9.1.6 Material-handling cranes with power distribution, windlass rooms, or internal combustion engines, where the equipment is located greater than 30 m (100 ft) above the pier or wharf surface, shall be provided with automatic detection and extinguishing systems.

9.2 Automotive and Railroad Equipment.

9.2.1 Transient trucks and automobiles shall be permitted to remain on piers and wharves only long enough to load and unload cargo. The number of vehicles permitted on the pier or wharf at any one time shall be limited to a number that enables free traffic flow. Such vehicles shall not be permitted to interfere with the access of emergency response equipment. They shall be parked in such a way that they can be promptly driven off the pier in the event of emergency. Fueling and repair operations shall conform to 9.1.3.

9.2.2 RO/RO operations involving self-propelled motor vehicle cargo shall conform to all applicable laws, ordinances, regulations, and the authority having jurisdiction.

9.2.3 Locomotives operated within the area of a marine terminal where combustible fibers or lumber are stored shall be fitted with approved and properly maintained spark arresters.

9.2.4 Diesel locomotives shall not be fueled within a marine terminal except at a properly located and designed fueling station.

9.2.5 Rail cars or trucks containing hazardous materials prohibited for shipment over the pier or wharf of a marine terminal shall not be permitted within the marine terminal.

9.2.6 Fueling and servicing of vehicles and equipment shall conform to the applicable requirements of NFPA 513, *Standard for Motor Freight Terminals*.

9.3 Electrical Installations.

9.3.1 Electrical installations shall be in accordance with NFPA 70, *National Electrical Code*.

9.3.2 Temporary lighting, when required, shall be obtained from battery-powered hand lamps or floodlights powered by portable generators. Generators shall be operated outside the building, warehouse, pier, or transit shed, and temporary heavy-duty wiring shall be run into the area served. The temporary wiring shall be adequately supported and properly fused.

9.4 Heating.

9.4.1 Gas-burning equipment shall be installed in accordance with NFPA 54, *National Fuel Gas Code*.

9.4.2 Electric heaters shall be of approved design and installed in accordance with NFPA 70, *National Electrical Code*.

9.4.3 Oil burning heaters shall be installed in accordance with NFPA 31, *Standard for the Installation of Oil-Burning Equipment*.

9.4.4 Solid fuel burning equipment shall be installed in accordance with the requirements of NFPA 211, *Standard for Chimneys, Fireplaces, Vents, and Solid Fuel-Burning Appliances*.

9.4.5 Boilers and heating equipment used for power or heat shall be located in buildings detached from the pier or shall be enclosed on the pier by wall, floor, and ceiling materials having not less than a 2-hour fire resistance rating except hot water heaters, space heaters, and other small appliances if such appliances are of a type listed for mounting on a combustible floor or a protected combustible floor.

9.4.5.1 Floors or decks immediately beneath and extending for a distance of 1 m (3 ft) from boilers, furnaces, and other heat-producing appliances shall be entirely noncombustible.

9.4.5.2 No combustible material shall be permitted to be in contact with the top or bottom surfaces of such portion of a floor or deck.

9.4.6 Portable heaters shall be used only when the device is approved for the specified use by the authority having jurisdiction. Portable heaters shall not be used in cargo handling or storage areas except for emergencies.

9.5 Processes.

9.5.1 Processes involving the use of flammable liquids shall be prohibited, except when permitted by the authority having jurisdiction.

9.5.2 Ripening or coloring of fruits or vegetables by means of direct heat or flammable gas shall not be conducted on the pier or wharf unless the process is segregated and protected by automatic sprinklers.

9.5.3 Warm rooms or areas temporarily heated to protect cargo from freezing shall be arranged with heating facilities as described in Section 9.4. Where a temporary form of closure is used, the enclosing material shall have a flamespread rating not exceeding 50 when tested in accordance with NFPA 255, *Standard Method of Test of Surface Burning Characteristics of Building Materials*. Heating equipment for the temporary area shall be electric-, gas-, or fuel-oil-fired, with proper clearance to combustible materials. The heaters shall be approved for space or construction heating. Fuel-fired heaters shall have a listed flame failure shutoff device and temperature controls. Heaters shall not be refueled while operating and shall be fueled from approved fuel handling devices only.

9.6 Fumigation.

9.6.1* Fumigation shall, where practical, be conducted in buildings designed and constructed for that purpose. When conducted in warehouses, transit sheds, or piers, the fumigation shall be conducted in rooms segregated from the balance of the area by a wall or partition having a fire resistance rating of not less than 1 hour. Fumigating gases or chemicals shall be stored outside in a properly marked noncombustible building and secured from fire exposure or accidental release.

9.6.2 The authorities having jurisdiction shall be notified in advance of any fumigation operation.

9.7 Pallets and Dunnage.

9.7.1 Pallets and dunnage shall, where practical, be stored outdoors, arranged to minimize the exposure hazard to other property, and be readily accessible for fire fighting. Such storage shall conform to the requirements of NFPA 230, *Standard for the Fire Protection of Storage*.

9.7.2 Where pallets and dunnage must be stored indoors, that storage shall be in accordance with NFPA 230, *Standard for the Fire Protection of Storage*.

9.8 Packaging and Recoopering. All packaging shall be done in a segregated area. Incidental recoopering and repackaging shall be conducted at a safe distance from other cargo working areas. Refuse materials resulting from recoopering shall be promptly removed.

9.9 Incinerators. Incinerators shall be constructed as required in NFPA 82, *Standard on Incinerators and Waste and Linen Handling Systems and Equipment*.

9.10 Maintenance, Repairs, and Housekeeping.

9.10.1 Special periodic inspections shall be made beneath the pier deck to determine conditions relating to fire prevention and protection in the substructure. Heavy incrustation of oil shall be removed from all combustible members. Floating combustible debris shall be removed. Fire protective devices, such as automatic sprinklers, nonautomatic sprinklers, piping, and firestops, shall be carefully examined and promptly repaired, if repairs are necessary. Covers for nozzle openings in the pier deck for the use of substructure fire protection equipment shall be kept accessible and in good order so that they will not stick when speedy removal is essential.

9.10.2 All buildings and yard areas shall be kept free of debris and waste materials. Such materials shall be kept in metal containers and removed or emptied at sufficiently frequent intervals to prevent dangerous accumulations. Yard areas shall be kept free of grass and weeds.

9.11 Cutting, Welding, or Other Hot Work.

9.11.1 Repairs involving cutting, welding, or other hot work shall be limited, as far as practical, at a marine terminal. Such hot work shall not be permitted under the following circumstances:

- (1) During gas-freeing operations
- (2) Within 30 m (100 ft) of bulk cargo operations involving the loading or unloading of flammable or combustible materials
- (3) Within 30 m (100 ft) of fueling (bunkering) operations
- (4) Within 30 m (100 ft) of explosives or 15 m (50 ft) of other hazardous materials

9.11.2 When such hot work is performed, it shall be conducted in accordance with NFPA 51B, *Standard for Fire Prevention During Welding, Cutting, and Other Hot Work*, and all applicable laws, ordinances, and regulations, and the authority having jurisdiction.

9.11.3 Open flame lights or lanterns using kerosene, gasoline, LPG, or calcium carbide fuel shall not be used.

9.11.4 Smoking shall be permitted only in posted designated areas as approved by the authority having jurisdiction. Smoking and open flames shall not be permitted within 15 m (50 ft) of hazardous materials storage.

Chapter 10 Referenced Publications

10.1 The following documents or portions thereof are referenced within this standard as mandatory requirements and shall be considered part of the requirements of this standard. The edition indicated for each referenced mandatory document is the current edition as of the date of the NFPA issuance of this standard. Some of these mandatory documents might also be referenced in this standard for specific informational purposes and, therefore, are also listed in Appendix E.

10.1.1 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101.

NFPA 10, *Standard for Portable Fire Extinguishers*, 1998 edition.
NFPA 13, *Standard for the Installation of Sprinkler Systems*, 1999 edition.

NFPA 14, *Standard for the Installation of Standpipe, Private Hydrant, and Hose Systems*, 2000 edition.

NFPA 20, *Standard for the Installation of Stationary Pumps for Fire Protection*, 1999 edition.

NFPA 22, *Standard for Water Tanks for Private Fire Protection*, 1998 edition.

NFPA 24, *Standard for the Installation of Private Fire Service Mains and Their Appurtenances*, 1995 edition.

NFPA 31, *Standard for the Installation of Oil-Burning Equipment*, 1997 edition.

NFPA 51B, *Standard for Fire Prevention During Welding, Cutting, and Other Hot Work*, 1999 edition.

NFPA 54, *National Fuel Gas Code*, 1999 edition.

NFPA 70, *National Electrical Code*®, 1999 edition.

NFPA 80, *Standard for Fire Doors and Fire Windows*, 1999 edition.

NFPA 82, *Standard on Incinerators and Waste and Linen Handling Systems and Equipment*, 1999 edition.

NFPA 211, *Standard for Chimneys, Fireplaces, Vents, and Solid Fuel-Burning Appliances*, 2000 edition.

NFPA 220, *Standard on Types of Building Construction*, 1999 edition.

NFPA 230, *Standard for the Fire Protection of Storage*, 1999 edition.

NFPA 255, *Standard Method of Test of Surface Burning Characteristics of Building Materials*, 2000 edition.

NFPA 495, *Explosive Materials Code*, 1996 edition.

NFPA 498, *Standard for Safe Havens and Interchange Lots for Vehicles Transporting Explosives*, 1996 edition.

NFPA 513, *Standard for Motor Freight Terminals*, 1998 edition.

NFPA 704, *Standard System for the Identification of the Hazards of Materials for Emergency Response*, 1996 edition.

NFPA 1124, *Code for the Manufacture, Transportation, and Storage of Fireworks and Pyrotechnic Articles*, 1998 edition.

NFPA 1142, *Standard on Water Supplies for Suburban and Rural Fire Fighting*, 1999 edition.

Appendix A Explanatory Material

Appendix A is not a part of the requirements of this NFPA document but is included for informational purposes only. This appendix contains explanatory material, numbered to correspond with the applicable text paragraphs.

A.1.1.2 See NFPA 303, *Fire Protection Standard for Marinas and Boatyards*.

A.1.1.3 See NFPA 30, *Flammable and Combustible Liquids Code*.

A.1.1.4 See NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*, or NFPA 58, *Liquefied Petroleum Gas Code*.

A.2.1.2 Approved. The National Fire Protection Association does not approve, inspect, or certify any installations, procedures, equipment, or materials; nor does it approve or evaluate testing laboratories. In determining the acceptability of installations, procedures, equipment, or materials, the authority having jurisdiction may base acceptance on compliance with NFPA or other appropriate standards. In the absence of such standards, said authority may require evidence of proper installation, procedure, or use. The authority having jurisdiction may also refer to the listings or labeling practices of an organization that is concerned with product evaluations and is thus in a position to determine compliance with appropriate standards for the current production of listed items.

A.2.1.3 Authority Having Jurisdiction. The phrase “authority having jurisdiction” is used in NFPA documents in a broad manner, since jurisdictions and approval agencies vary, as do

their responsibilities. Where public safety is primary, the authority having jurisdiction may be a federal, state, local, or other regional department or individual such as a fire chief; fire marshal; chief of a fire prevention bureau, labor department, or health department; building official; electrical inspector; or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the authority having jurisdiction. In many circumstances, the property owner or his or her designated agent assumes the role of the authority having jurisdiction; at government installations, the commanding officer or departmental official may be the authority having jurisdiction.

A.2.1.4 Bent. A bent normally extends the full width across the pier. Depending upon deck design and load requirements, bents are usually spaced 3 m to 4 m (10 ft to 13 ft) apart. Short bents, not extending across the full width of the pier, used for intermediate or supplementary supports for concentrated loads, rail or crane tracks, and so forth, are commonly referred to as pony bents.

A.2.1.11 Container Freight Station (CFS). A CFS is used for temporary storage, receipt, and delivery of cargo, as well.

A.2.1.13 Listed. The means for identifying listed equipment may vary for each organization concerned with product evaluation; some organizations do not recognize equipment as listed unless it is also labeled. The authority having jurisdiction should utilize the system employed by the listing organization to identify a listed product.

A.2.1.15 Pier. The terms *pier* and *wharf* are used interchangeably.

A.2.1.25 Terminal Yard. As used herein, the term does not include open pier and wharf areas, except that solid-fill-type wharves that are contiguous to and form a part of yard areas shall be considered part of the terminal yard.

A.2.1.31 Wharf. The terms *wharf* and *pier* are used interchangeably.

A.3.2.1 Combustible substructures, due to their inherent combustibility and structural configuration, present substructure fire protection problems different from those of fire-resistant or noncombustible construction. This standard requires properly designed and installed fixed fire extinguishing equipment and appropriate structural barriers to minimize the spread of fire.

It is essential that all equipment be continuously maintained in good working condition. Similar fire protection problems might exist with composite construction. Special provisions have accordingly been provided in 3.3.2 for such construction.

A.3.2.5.1 See NFPA 251, *Standard Methods of Tests of Fire Endurance of Building Construction and Materials*.

A.3.2.6.1 Deep narrow spaces between timbers present ideal conditions for the accumulation of extraneous material, making them natural channels for the rapid spread of fire.

A.3.3.2 Protection and Subdivision of Composite Substructures. The provisions of 3.3.2 are based on consideration of the amount and arrangement of exposed combustible materials. When the underside of the pier deck is combustible or when the pier deck is noncombustible on combustible supports, with the distance from low water to top of combustible material exceeding

the typical distance between bents, the requirements for protection and subdivision of combustible substructures apply. When the above distance to low water is equal to or less than the typical distance between bents, and the pier deck and pile caps are noncombustible with no exposed combustible inter-bent bracing, protection and subdivision requirements for combustible substructures would normally apply only if other combustible materials, unusual conditions, or hazards were present. If other combustible materials (e.g., catwalks, decks, vapor barriers, fender systems) are present or unusual conditions or hazards (e.g., concentrations of combustible structural supports or flammable liquid hazards) exist, consideration should be given to the type, quantity, and arrangement of all exposed combustible material, the fire resistance rating of the pier deck, and the configuration and access to the substructure for manual fire-fighting operations.

A.3.3.3.1.3(a)(5) The use of firestops for draft control — to bank heat, facilitate the opening of sprinkler heads, and prevent the overtaxing of the sprinkler system — is particularly important in the design of sprinkler protection for combustible substructures. The fire walls and firestops of 3.3.3.4 should be incorporated into the sprinkler system design for draft control to the maximum extent practical; however, due to limitations in the size of the design area for the sprinkler system, additional firestops will normally be needed. These additional or supplemental firestops need only have limited fire resistance, but they should be as deep as possible and be of substantial construction, such as double 76.2-mm (3-in.) planking, where exposed to the elements. Where not exposed to the possibility of physical damage, 19.05-mm ($3/4$ -in.) treated plywood extending 1219.2 mm (48 in.) below stringers with solid blocking between stringers should provide adequate durability and reasonable effectiveness.

A.3.3.3.3 It should be recognized, however, that this alternate protection contemplates manual fire-fighting operations that will be effective only under the most favorable of physical arrangements and conditions at the time of the fire.

A.3.3.3.6 Firestops can be constructed from wood planking built up to a thickness of 150 mm (6 in.), or from wrought iron plate 12.7 mm ($1/2$ in.) thick, or other equivalent materials, provided that each side of the wood or exposed metal firestops is protected by automatic sprinklers and by deck openings for the use of revolving nozzles.

A.3.4.1 Subdivision of Pier Superstructures. It is recommended that fire walls be installed for the subdivision of superstructures and that the area between fire walls not exceed 4650 m² (50,000 ft²). These walls should be continuous with the substructure fire walls required in 3.3.3.4. In addition, it is recommended that, in open area superstructures, curtain boards or draft stops of noncombustible construction be installed between the fire walls at intervals not exceeding 30 m (100 ft). When construction permits, these curtain boards should be carried down to the lower chord of the roof trusses.

A.3.5.2 If hose lines needed for fire fighting on the pier cannot be adequately supplied from hydrants located in the yard or adjacent city streets, pipelines equipped with approved 64-mm ($2\frac{1}{2}$ -in.) outlets for fire department use should be extended onto the pier. In such cases, the 38-mm ($1\frac{1}{2}$ -in.) standpipe connections should also be made to this pipeline.

For evaluation of the hazards of fire exposure and protection methods, refer to NFPA 80A, *Recommended Practice for Protection of Buildings from Exterior Fire Exposures*.

A.4.3 For guidance on construction, protection, and separation distances, refer to NFPA 80A, *Recommended Practice for Protection of Buildings from Exterior Fire Exposures*.

A.5.1 Yard storage of logs, lumber, and other forest products should be in accordance with NFPA 230, *Standard for the Fire Protection of Storage*.

A.7.3 The loading, unloading, handling, and storage of hazardous materials is an inherent part of most marine terminal operations. Particular attention should be given to facilities, procedures, and operations that will minimize dangerous concentrations, avoid the mixing of incompatible materials, ensure safe operations, and permit effective fire control in the event of an accident. Over the years a large body of regulations has evolved that is specifically applicable to such operations.

Marine terminal owners and operators, shippers, and others responsible for the transportation and handling of hazardous materials, as well as local authorities responsible for the regulation of such operations for public safety, should be familiar with all applicable federal regulations. Detailed references to U.S. Coast Guard regulations, hazardous materials regulations of the U.S. Department of Transportation, occupational safety and health standards of the U.S. Department of Labor, and the regulations of the U.S. Department of the Treasury, along with recommended good practice in administration of local regulations, are found in Appendix D.

A.7.4 Operations involving the loading, unloading, handling, and storage of bulk cargoes of certain hazardous materials present special problems, especially if conducted at a general cargo marine terminal. Such general cargo terminals regularly handle a variety of other hazardous materials, including explosives and chemicals, that are subject to explosive decomposition.

Handling of the following is incompatible with general cargo marine terminal operations:

- (1) Bulk "cargo of particular hazard," as defined in U.S. Coast Guard Regulations 33 *CFR* 126.10(d), "Navigation and Navigable Waters"
- (2) Tanker moorage
- (3) Pipeline transfer and storage of flammable liquids
- (4) Liquefied natural gas and similar products

Separate terminal facilities that are designed, constructed, operated, and protected as required for the particular bulk cargo are needed.

A.7.5 Compliance with the provisions of this chapter shall include, as a minimum, means by which to provide ready access to information concerning the quantity, location, and nature of any hazardous material stored at terminal facilities.

A.7.8.1 The list of hazardous materials in 7.8.1 includes generic names that embrace a range of hazards. Individual container shipments of such materials involve various quantities that are subject to differing local conditions. An exception to required storage in a designated hazardous materials storage area is provided to permit recognition of these differences for such shipments. It is recommended that approval of any alternative by the authority having jurisdiction be based upon the principles of Chapter 7 and the procedures outlined in Appendix D.

A.8.3.1.1 Fire problems involving marine terminals and vessels present significantly different challenges from those normally faced by land-based fire-fighting organizations. Pre-fire plans, routine drills, and coordination with local mutual-aid organizations are all essential to effective fire fighting in

marine facilities. (See NFPA 1405, *Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires*.)

Where a trained public fire department is not readily available, a fire brigade consisting of selected employees should be organized. The efficiency of the brigade depends on thorough drilling in the location and proper use of fire-fighting equipment, including operation of portable fire extinguishers, laying of hose lines, and application of hose streams. It is recommended that a special detail is assigned to close all fire doors in times of fires and drills. (See NFPA 600, *Standard on Industrial Fire Brigades*.)

A.8.5.6 The storage of cotton should comply with NFPA 230, *Standard for the Fire Protection of Storage*.

A.8.9 See NFPA 601, *Standard for Security Services in Fire Loss Prevention*.

A.9.1.3 See NFPA 505, *Fire Safety Standard for Powered Industrial Trucks Including Type Designations, Areas of Use, Conversions, Maintenance, and Operation*; NFPA 30, *Flammable and Combustible Liquids Code*; and NFPA 58, *Liquefied Petroleum Gas Code*.

A.9.6.1 *Fumigation*. The following procedures should be used during fumigation:

- (1) It is recommended that, wherever possible, nonflammable fumigants be used.
- (2) Fumigation of imported cargo should be conducted in detached buildings under competent supervision.
- (3) No fumigant should be used that has a flammability rating greater than 2; a reactivity rating greater than 1, as outlined in NFPA 704, *Standard System for the Identification of the Hazards of Materials for Emergency Response*; or a flash-point less than 60°C (140°F).
- (4) All flammable or combustible fumigants should be stored in sealed metal containers and in accordance with the requirements of NFPA 30, *Flammable and Combustible Liquids Code*.
- (5) Where other than nonflammable fumigants are used, electric wiring and equipment for fumigating chambers or enclosures should be installed in accordance with NFPA 70, *National Electrical Code*.
- (6) Adequate ventilation facilities should be provided to remove the fumigant from the chamber or enclosure; the

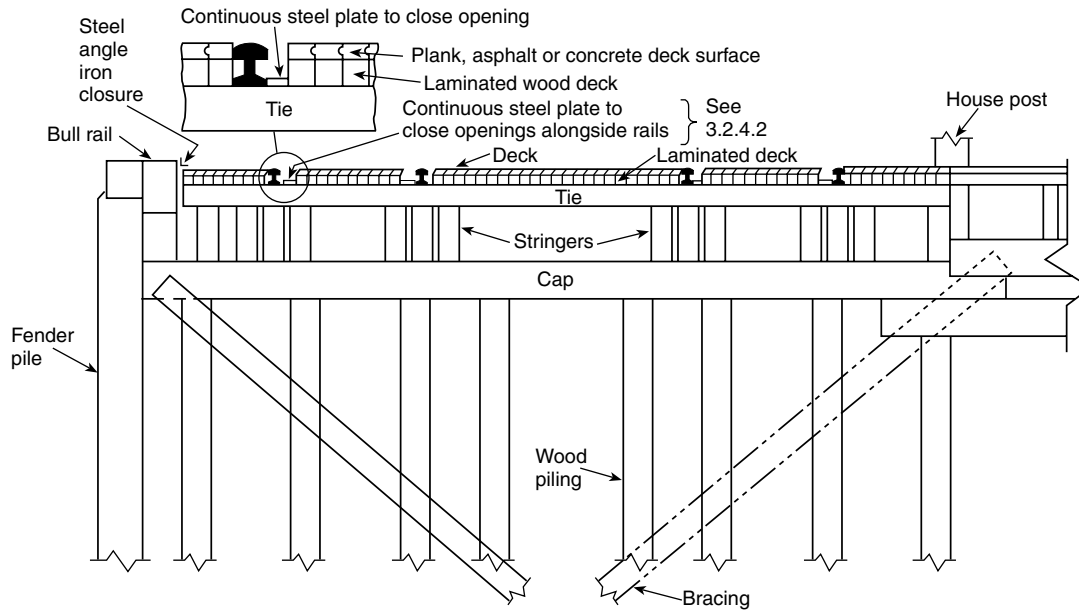
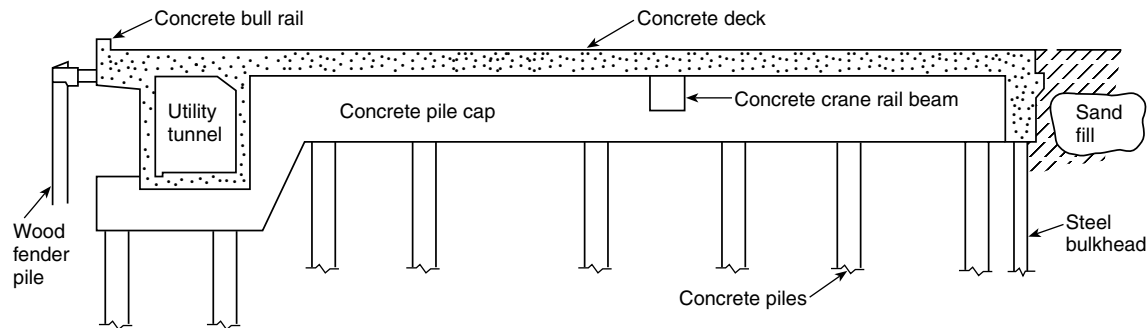
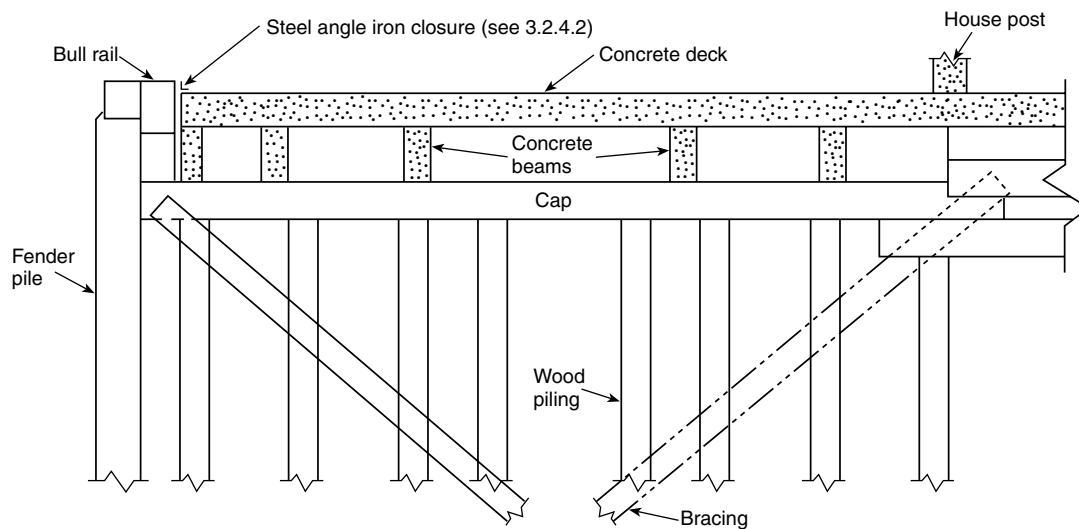
ventilation facilities must be of good design and arranged to safely vent or release spent gases after dilution at altitudes or locations that protect persons and property in the area.

- (7) Fumigants should be used only as recommended by the manufacturer.
- (8) Where other than nonflammable fumigants are used, piping valves and fittings should conform to the requirements of NFPA 30, *Flammable and Combustible Liquids Code*.
- (9) Where pesticides are required to be stored on the premises, especially for long periods of time, such storage should conform to the requirements of NFPA 434, *Code for the Storage of Pesticides*.
- (10) Pesticides should be stored so as to prevent deleterious contact with moisture.
- (11) Pesticides should be stored in a manner to prevent accidental release.
- (12) Suitable gas masks should be provided for fumigation operations; the gas masks should be prominently displayed and adequately labeled.
- (13) Federal, state, or local governmental regulatory agencies, such as the U.S. Department of Labor, might have additional requirements that should be followed when applicable.
- (14) The use of products generally distributed with instructions for use in households, such as paradichlorobenzene or naphthalene crystals or pellets used for fabric pest control, is acceptable as fumigants not needing any special requirements other than those recommended by the manufacturer.

Appendix B Substructure Nomenclature

This appendix is not a part of the requirements of this NFPA document but is included for informational purposes only.

B.1 There being no so-called typical construction, substructures vary widely by the type and the combination of materials used and the arrangement of structural members. Figures B.1(a), B.1(b), and B.1(c) are provided to illustrate installation procedures and to clarify terminology used.

FIGURE B.1(a) A combustible substructure with railroad tracks.**FIGURE B.1(b) Fire-resistant concrete wharf substructure.****FIGURE B.1(c) Wharf substructure with fire-resistant, reinforced concrete deck and beams over combustible piles and pile caps.**

Appendix C Additional Fire Protection Facilities

This appendix is not a part of the requirements of this NFPA document but is included for informational purposes only.

C.1 Sprinkler Supervision and Alarm. It is recommended that sprinkler systems be provided with sprinkler supervisory and water flow alarm service through a central station where available, and as remote station, auxiliary, or proprietary systems where not available. (See NFPA 72, *National Fire Alarm Code*®.)

C.2 Fire Alarm. It is recommended that an approved system of manual fire alarms arranged to sound local alarms and summon the private brigade and public fire department be installed at marine terminals. (See NFPA 72, *National Fire Alarm Code*; and NFPA 1221, *Standard for the Installation, Maintenance, and Use of Emergency Services Communications Systems*.)

The installation of automatic fire alarm equipment in structures should be approached with due regard to maintenance and the possibility of false alarms.

U.S. Coast Guard Regulations 33 *CFR* 126.16, require “designated waterfront facilities” authorized to handle cargo of particular hazard, as defined in Part 126.10, to be equipped with approved warning alarms at the waterside of the facility to warn approaching or transiting water traffic of immediate danger in the event of fire or cargo release.

Appendix D Regulations – References

This appendix is not a part of the requirements of this NFPA document but is included for informational purposes only.

D.1 International Regulations.

D.1.1 International Maritime Dangerous Goods (IMDG)

Code. The IMDG code is accepted as an international guide to the transport of dangerous goods by sea and is recommended to governments for adoption or for use as the basis for national regulations.

D.2 Federal Regulations.

D.2.1 U.S. Coast Guard, Title 33, *Code of Federal Regulations*, 126, contains regulations covering the handling of explosives or other dangerous cargoes within or contiguous to waterfront facilities.

D.2.2 U.S. Department of Transportation, Title 49, *Code of Federal Regulations*, 170–179, Chapter I, covers preparation of hazardous materials for transportation by common carriers by rail freight, rail express, rail baggage, highway, or water; construction of containers, packaging, weight, marking, and labeling when required; billing; and shippers’ certificate of compliance with these regulations; also covers cars, loading, storage, billing, placarding, and movement thereof by carriers by rail.

D.2.3 Federal Highway Administration, U.S. Department of Transportation, Title 49, *Code of Federal Regulations*, 390–397, Chapter III, applies to every common carrier by motor vehicle, contract carrier by motor vehicle, and private carrier of property by motor vehicle engaged in interstate or foreign commerce, with respect to the transportation by motor vehicle of explosives and other dangerous articles. Parts 390–397 cover qualifications of drivers, driving rules, parts and accessories for safe operation, recording and reporting accidents, hours

of service of drivers, and inspection and maintenance of motor vehicles.

D.2.4 Occupational Safety and Health Standards of the U.S. Department of Labor, Title 29, *Code of Federal Regulations*, 1910, 1917, and 1918, Chapter XVII. The Occupational Safety and Health Act of 1970 (PL 91-596) authorizes the secretary of labor to set mandatory occupational safety and health standards applicable to businesses affecting interstate commerce. These parts contain safety and health standards that were established under federal or national consensus rules, adopted under Section 6(a) of the Act and standards of specific design, and adopted under Section 6(b) of the Act.

D.2.5 Commerce in Explosives Regulations of the U.S. Department of the Treasury, Title 26, *Code of Federal Regulations*, 181, contains regulations promulgated to implement Title XI, Regulations of Explosives of the Organized Crime Control Act of 1970. It contains requirements pertaining to interstate and foreign commerce in explosive materials; licensing of manufacturers and importers of, and dealers in, explosive materials; the issuance of user permits; the conduct of business by licensees and operations by permittees; the storage of explosive materials; the records and reports required by licensees and permittees; relief from disabilities under this part; and exemptions, unlawful acts, penalties, seizures, and forfeitures.

D.3 Local Regulations.

D.3.1 The administration of local codes, ordinances and regulations is usually handled under various permit systems with the authority having jurisdiction granting permission to load, unload, transport, store, handle, and use hazardous materials in accordance with specific provisions stipulated in the permit. Because marine terminal operations involve such a wide range of hazardous materials and large number of movements, it is impractical to issue individual permits for each movement. Accordingly, it is recommended that local regulations be adopted authorizing a master harbor permit system for marine terminal operators.

D.3.2 Under such a system, the marine terminal is issued a master permit that is renewed annually or when conditions at the terminal change substantially. The master permit should specify maximum limitations on the quantities for specific types of hazardous materials that can be handled at the terminal, and should set forth conditions under which the materials can be moved and stored. Such permits should have provisions under which the authority having jurisdiction may issue excess quantity permits for the handling of occasional shipments that exceed master permit quantity limits and special handling permits for shipments of exceptional hazard. Since the master permit is a long-term device intended to assist day-to-day safe operations in the storage and handling of hazardous cargoes, it is important for the authority having jurisdiction to monitor operations through frequent inspections.

D.3.3 In determining the maximum quantities and the storage and handling conditions for the various hazardous materials to be specified in the master permit for a given marine terminal, due consideration should be given to the following:

- (1) The location of the terminal in relation to large population centers, in conjunction with the types and quantities of hazardous materials that are proposed to be stored
- (2) The speed and direction of prevailing winds

- (3) The type of construction of the terminal and its condition and maintenance, including such items as the following:
 - a. The condition of the superstructure and substructure
 - b. The condition of electrical services and water and fuel lines
 - c. The level of difficulty in gaining access to the structure for purposes of fire fighting
- (4) Emergency access to the terminal and the hazardous materials storage area
- (5) The physical size of the marine terminal and whether or not there is sufficient room for proper segregation of incompatible materials
- (6) The provisions that have been made for the fire protection of the terminal, including whether or not the terminal is sprinklered, and has fire-fighting access and water supplies
- (7) The capability of the local emergency services agencies, including available equipment, manpower, and training

D.3.4 It would be appropriate to make the written storage plan described in Section 7.5 a part of the master permit details, either by reference or otherwise. These details of storage, handling, quantities, and types of hazardous materials will vary by terminal, by locality, and by systems or procedures adopted, pursuant to the general considerations listed above. All such plan and permit details should be based on the goal of safe handling, with storage quantities and types controlled so as to prevent an unmanageable situation in the event of fire or accident.

D.3.5 The following examples of plan and master permit details in use at certain terminals illustrate methods that can be of assistance to those responsible for developing such plans. Sample plans cover both container yard and breakbulk operations. Quantities specified in these examples reflect availability of strong public and private fire control facilities.

D.3.5.1 Sample Plans for Container Yard Operations The terminal should designate three hazardous materials storage areas known as Areas A, B, and C. Each area should be located as follows:

- (1) 15 m (50 ft) from buildings and other general cargo storage areas
- (2) 6 m (20 ft) from property lines
- (3) 30 m (100 ft) from other hazardous materials temporary storage areas

The maximum dimensions for these areas should be the following:

- (1) Area A: 12.5 m × 40 m (40 ft × 125 ft), with access for fire department vehicles
- (2) Area B: 12.5 m × 44 m (40 ft × 144 ft), with access for fire department vehicles
- (3) Area C: 12.5 m × 10.5 m (40 ft × 34 ft) with access for fire department vehicles

Containers should be placed no closer than 1.5 m (5 ft) from any other container in the storage area. Unoccupied space in the hazardous material storage area can be used to store empty chassis. Designated separation distances between storage areas should be kept open at all times, and storage of any kind should be prohibited.

Storage areas should be surrounded by a 75-mm- (3-in.-) wide painted line 6 m (20 ft) out from the storage area. Such lines should be of contrasting color to the surface. The words **HAZARDOUS CARGO AREA — NO SMOKING — NO FLAMES** should be painted on the surface in letters not less than 150 mm (6 in.) high, every 9 m (30 ft), adjacent to the perimeter line.

The terminal operator should be responsible for all hazardous materials at the terminal, regardless of ownership. Operating plans should identify the individuals who have this responsibility and the authority for liaison with authorities having jurisdiction.

Table D.3.5.1 provides an example of master harbor permit system limitations for the outside storage of hazardous materials in containers. Except as permitted by the authority having jurisdiction, the terminal should not exceed the maximum quantities set forth in the column designated Maximum Quantities. Nor should the terminal accept hazardous materials labeled Call for Permit, in the same column of the table, without first obtaining a permit to accept such hazardous materials.

If the terminal operator wishes to apply for an exempted commodity classification for a commonly transported hazardous material, a letter should be sent to the authority having jurisdiction. Letters will be reviewed annually for possible inclusion in the exempted commodity category.

D.3.5.2 Sample Plan for Breakbulk Operations This section provides an example of storage requirements for the storage of hazardous materials in breakbulk form. See the preceding example for storage or operating provisions that might also be appropriate.

Indoor storage and handling of hazardous materials should be confined to structures that are sprinklered as required in Section 4.4. Sprinkler systems having more than 100 heads should be supervised by an approved central, proprietary, or remote station service, or provided with a local alarm that gives an audible signal at a constantly attended location.

Overnight indoor storage of hazardous materials, as indicated in the Table D.3.5.2, should be stored in predesignated locations or areas within the building. These areas should be posted with signs. Such signs should contain the words **HAZARDOUS MATERIALS — NO SMOKING** in red capital letters 150 mm (6 in.) or more in height.

Smoking within such buildings should be limited to predesignated locations. In no case should smoking or open flames be allowed within 15 m (50 ft) of the hazardous materials storage locations.

Buildings used for the storage of hazardous materials should be secured when not occupied or under the interior surveillance of security personnel. (See Section 8.9.)

Storage (including general cargo) should be so placed as to provide at least one aisle, 6 m (20 ft) wide, running the length of the building and cross aisles, 1.5 m (5 ft) wide, at least every 23 m (75 ft).

Designated separation distances between storage areas should be kept open at all times, and storage of any kind should be prohibited.

**Table D.3.5.1 Hazardous Materials Container Yards:
Temporary Storage Conditions and Limitations**

Hazardous Material D.O.T. Class	Maximum Quantities ¹	Storage Area	Additional Conditions
Flammable liquids	Not to exceed 45,400 kg (100,000 lb)	A	Can stack containers 2 high. No other commodity can be stored in Area A.
Flammable compressed gas	20 containers	B	No other hazardous material can be stored within 15 m (50 ft).
Combustible liquids	Unlimited	—	Can be stored with general cargo. ²
Flammable solids	3 containers not to exceed 20,450 kg (45,000 lb)	B and/or C	No other hazardous material can be stored within 30 m (100 ft). Can stack 2 high.
Flammable solids — dangerous when wet	Call for Permit		
Oxidizing material	10 containers	B and/or C	No other hazardous material can be stored within 15 m (50 ft). Can stack containers 2 high.
Corrosive material	10 containers	B and/or C	No other hazardous material can be stored within 15 m (50 ft). Can stack containers 2 high.
Nonflammable compressed gas	10 containers	B and/or C	No other hazardous material can be stored within 15 m (50 ft). Can stack containers 2 high EXCEPT nitrogen, argon, and carbon dioxide. Helium can be stored with general cargo. ²
Chlorine, fluorine, sulfur dioxide or ammonia (can be one type or any combination of)	3 containers	B and/or C	Maximum container size for chlorine is 910 kg (1 ton). No other hazardous material can be stored within 30 m (100 ft).
Poisonous Gases, Division 2.3	Call for Permit		
Poisons, Division 6.1	2 containers not to exceed 18,150 kg (40,000 lb)	B and/or C	No other hazardous material can be stored within 15 m (50 ft). Can stack containers 2 high.

**Table D.3.5.1 Hazardous Materials Container Yards:
Temporary Storage Conditions and Limitations (Continued)**

Hazardous Material D.O.T. Class	Maximum Quantities ¹	Storage Area	Additional Conditions
Irritating material	2 containers not to exceed 4550 kg (10,000 lb)	B and/or C	No other hazardous material can be stored within 15 m (50 ft). Can stack containers 2 high.
Radioactive material	Call for Permit		
Explosives: Division 1.1 and 1.2	1 container not to exceed 91 kg (200 lb)	C	
Division 1.3	1 container not to exceed 910 kg (2000 lb)	C	No other commodity can be stored in this area at the same time.
Division 1.4	3 containers not to exceed 45,400 kg (100,000 lb)	C	Remove from terminal within 48 hours.
Division 1.5	3 containers not to exceed 45,400 kg (100,000 lb)	C	
Oxygen, liquid	3 containers not to exceed 18,150 kg (40,000 lb)	B and/or C	No other commodity can be stored in this area at the same time.
Organic peroxides	1 container not to exceed 45.5 kg (100 lb)	B and/or C	No other commodity can be stored in this area at the same time.
ORM A ORM B ORM C ORM D	No restriction	—	Can be stored with general cargo. ²
Other: Pyrophoric materials, Etiologic agent, Cryogenic material	Call for Permit		

For SI Units, 1 gal = 0.00379 m³, 1 lb = 0.454 kg, 1 ft = 0.305 m.

Note: Placarded containers containing less than 455 kg (1000 lb) gross weight of a hazardous material listed in 49 CFR 172.101, "Hazardous Materials Table," can be stored with the general cargo, provided the hazardous materials temporary storage areas are full.

¹Maximum total quantities are listed by the total number of containers allowed in an area and the maximum total gross weight of the hazardous material in kilograms (pounds) permitted in the area. The total gross weight figure is the sum of all containers in the area and must not be exceeded.

²Exempted commodities by proper shipping name can be stored with the general cargo. All other conditions of this permit and city, state, and federal law should be strictly adhered to.