



WHAT'S HAPPENING?

May 2006

Welcome to our new
Member:

Dean Abela

Abela & Associates

Queensland

DIARY DATES

* May 31

Emergency Plans

Ryde Eastwood

Leagues Club

* 25 & 26 May

HAZMAT Conference

Melbourne

* August 3

Annual General

Meeting PLUS

Next Technical Seminar

Emergency Plans with a presenter from NSWFB – you would have received the flyer and if you wish to come please RSVP! Russell McKenzie has again offered to video this presentation, so it will be available for those Members unable to attend. Let me know if you require a copy of the video presentation – robyn@f1.net.au

Competency Assessment Vs. Examination

Ross Underwood and Terry Grainger, in the process of working up the Risk Assessment component of the AIDGC Membership Assessment System, came to the Board with a proposal to change from examination to competency assessment – this is more in line with current thinking and less threatening to potential new members.

Above Ground Storage Facilities

Yes, we got it wrong! Philip Turner has been asked to join a DEC (EPA) Committee looking at the outcomes of the department's recent audit of chemical storage facilities. Specifically the committee is looking at ideas for updating the bunding guidelines. Issues being considered include extending bunding requirements to food and waste storage, as well as establishing some uniformity in specified bund capacities (currently DG's require 100%, EPA 110%, and Fire Brigade 130%). The committee has also been charged with developing a training package for business and council officers.

Queensland Technical Seminar

AIDGC Member Janelle Adrain has offered to represent us in Queensland and has organized a great technical presentation of Flameproof Forklift Trucks. Thank you for all your efforts Janelle, they are most appreciated.

WorkCover Advertisements

As part of our Marketing Strategy we have been running a series of AIDGC advertisements in recent months, to coincide with the introduction of the new regulations and to promote AIDGC Members as dangerous goods consultants. Web site statistics show that after each publication of the advertisement, the number of hits jump. We would be interested to know if your business has had any response from these promotions.

Seminar Topic TBA

Ryde Eastwood

Leagues Club

* September 15

Annual Conference

Crowne Plaza Darling

Harbour

Queensland Seminar

June 20

Flameproof Forklift
Trucks

Contact AIDGC

Queensland

Coordinator

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**Corporate
Members**

Our Corporate Members provide a range of products and services to the Dangerous Goods Industry. Their contact details are:

Basset Consulting
Engineers – Tim Dean
07) 3371 8444

Hoslab Pty Ltd –
Shelley Watson 02)
9816 3555

Buncefield Follow-Up

Buncefield, UK - oil terminal explosion and fire

3rd report, 9 May 2006, into accident of 11 Dec 2005

The first report, 21 Feb 2006 described the accident and emergency response. The second report, 11 Apr 2006 focussed on environmental impact.

The latest report discusses "where and how fuel escaped" and "how it vaporised, forming a flammable mixture". Findings are based on the examination of electronic records recovered from the site, and experimental work.

The report states that "Tank 912 in bund A on the Hertfordshire Oil Storage Ltd (HOSL) West site overflowed at around 05.30 hours on 11 December while being filled at a high rate."

Main events in the accident process:-

- * Tank 912 was being filled with unleaded petrol via pipeline from a remote pump station

- * From approximately 03.00, the level gauge for Tank 912 recorded an unchanged reading, at 2/3rds full

- * Filling of Tank 912 continued at a rate of around 550 m3/hour

- * At around 05.20, Tank 912 would have been completely full and starting to overflow

- * Evidence suggests that the protection system which should have automatically closed valves to prevent any more filling did not operate

- * From 05.20 onwards, continued pumping caused fuel to cascade down the side of the tank and through the air, leading to the rapid formation of a rich fuel/air mixture

- * The fuel/air mixture was ignited by an unknown ignition source

"The investigation has, so far, been unable to establish why the ignition of the vapour cloud and the explosion propagation in the relatively uncongested environment of the adjacent car parks caused significant overpressures that produced the severe damage to property." The high level switch that ought to have triggered a shutdown of flow

into Tank 912 has not yet been recovered.

The investigation to identify the root causes is continuing.

Full report and the previous two are available from the HSE:-

<http://www.buncefieldinvestigation.gov.uk/reports/index.htm>

THIEVES DRILL INTO GAS TANKS FOR FUEL

– CIRCUMVENT SIPHONING SAFEGUARDS

Thieves are sinking to a new low -- they're tapping gas tanks on cars to steal supplies of gasoline. The practice is frustrating car owners in San Francisco and San Jose. It's a tiny hole costing a big chunk of change. "It takes about \$600 to replace that tank. It is very sad," Anthony Vera, a gas theft victim, said. He says it's sad that thieves have resorted to drilling straight into gas tanks in order to steal fuel. "I drove around the neighborhood to see if anyone else had anything similar, and just noticed a couple Dodge 1500's just like mine that had the same thing. They just took a drill and went right here," Vera said.

Dodge service manager Ron Moore says he's not surprised. "With the prices the way that they are, I'm sure it'll start happening a lot more," Moore said.

He's had two truck owners, in addition to Vera, come to him with similar scenarios -- indicating the old days of siphoning gas are over. "Now they

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CONTRIBUTIONS VERY
GRATEFULLY
ACCEPTED!

Have you got any
interesting
stories/photographs
/reports that we could
include in What's
Happening to inform
our Members?
A few Aussies tales
would be great!
If you have (and they
are printable) could you
please forward to
robyn@f1.net.au
We will vet them for
suitability and liability!

can't siphon it, because there's a rollover ball inside the tank. But this is the first year they got this sophisticated," Moore said. Sophisticated and dangerous. "If a spark comes of the drill or something, start whoever's doing it on fire," Moore said.

That's exactly how fire officials believe a fire started back in January. Three Sacramento postal

service trucks caught on fire after suspected thieves drilled into their gas tanks. While his truck will get a new tank, Vera fears this could be the beginning of an expensive trend. "My biggest fear, really, is that you can replace that tank and they can come back and do it two weeks from now," Vera said.

<http://abclocal.go.com/kabc/story?section=local&id=4175149> USA, SAN FRANCISCO, MAY 16 2006.

Investigators Sharpen Focus on Fatal Tank Fire

A flash fire aboard the MV Kometik in April claimed the life of a welder. A fatal welding fire ignited in an area of a Newfoundland tanker that was not tested by a marine chemist for flammable fumes, the Transportation Safety Board of Canada has confirmed. The flash fire aboard the MV Kometik on April 8 claimed the life of Wayne Dalton, a 38-year-old Cape Broyle resident. Another man was sent to hospital with severe burns. The Kometik, which services the Hibernia oil field, was moored at Conception Bay at the time of the fire. The TSB said a marine chemist had been on board the Kometik before the incident. However, the chemist did not test the ship's tank No. 5 to make sure it was clear of flammable fumes before work began inside the tank. "Right now, what we know is that the chemist that tested tank No. 4 didn't test tank No. 5," said Pierre Murray, one of five TSB investigators working on the case.

Murray says tank was tested a member of the ship's crew before the welding work began. The TSB is now examining whether that crew member was qualified to perform that test. "We have to go through all the regulations, all the standards, all the process and look at all that documentation, and come out and say 'Well, what is a competent person to do the job?' " Murray said. "And it's not clear." Canship Uglund, the company that owns the Kometik, is not commenting while the TSB investigation is still underway. Meanwhile, investigators are also checking the testing equipment to see if it is working properly.

<http://www.cbc.ca/nl/story/nf-tsb-kometik-20060515.html> CANADA, NEWFOUNDLAND, ST. JOHN'S, MAY 16 2006.

Fumes Leak Causes Major Alert

Scores of firefighters battled to avert a potential environmental disaster yesterday after

toxic fumes swept across parts of a Suffolk town and boiling chemicals threatened to

burst from overheating factory tanks. Police told hundreds of people living close to the

Sudbury detergents plant that sparked the alert -involving more than 1,000 litres of a

hazardous liquid which was likened to DDT by experts - to stay indoors and keep their

windows shut. Anyone feeling unwell was urged to drink water, wash for 15 minutes and

seek medical advice but, despite reports of a strong smell of disinfectant across

Sudbury, there were no cases of illness caused by the leak. The Antec International site on the Chilton Industrial Estate, which makes disinfectants used to sterilise operating equipment, was sealed off along with a vast area of the eastern part of Sudbury after the alert. Cars and pedestrians were kept out of the cordoned-off area throughout the afternoon as fire crews in breathing gear and special decontamination suits pumped the eight tanks with water to cool the boiling chemicals inside. The alarm was raised just after 10.30am by a member of the public mowing grass close to the factory. Almost seven hours later, fire chiefs said the danger of the chemical - xylene - spilling from the decomposing drums had eased but crews were expected to continue the crucial cooling operation through the night.

Today investigations into what triggered the factory's giant oven to overheat will be launched by the firm and the Health and Safety Executive while experts from the fire service will look at whether any lessons can be learned from what happened. The drama unfolded after the drums, which are kept at a steady 50C, overheated to a dangerous 150C. Early indications suggest the problem at the plant, which is closed on Sundays, was caused by a technical fault. Incident commander, Divisional Officer Paul Collins, who led eight crews from across Suffolk, said any spillage from the tanks would have posed a "fundamental risk to the environment" and he stressed his priority was to halt the corrosion which caused the fumes to leak. "When we got here the tanks were superheated and had started to fume off - that smell alerted the gardener - but it is the liquid which is deadly from an environmental point of view and if it gets into the watercourse we would have a serious situation on our hands." Mr Collins, who also called in a chemicals expert, said almost 40 decontamination suits were used by the teams of firefighters involved in the operation to cool the drums and put out a fire in wooden pallets beneath them. By 7pm they moved the drums to a secure area using forklift trucks and the incident was declared under control. However, he stressed that but for the quick-witted gardener the situation could have been far worse. "If the drums had carried on superheating it could have had catastrophic consequences for the environment," he said. The fire chief praised the 72 officers involved in the operation: "It's been a very successful operation from our point of view - the situation has been controlled. We had the advantage of knowing exactly what chemical we were dealing with from the outset."

Alan Martin, from the Environment Agency, said the main threat was the chemical polluting the area's watercourse. "This will kill most aquatic life but more worryingly this chemical is a bio accumulator - when it gets out there it stays out there. It's a bit like DDT," he said. "We have blocked off the drains that lead to the watercourse and we are providing advice for the fire brigade but at the moment this has been contained within the factory." Dean Stockford, who manages the plant, said he was pleased serious damage to the environment had been averted and pledged a full investigation into what happened. Sgt Andrew Mason, who led the police operation to warn residents of the fume danger, said hundreds of people had been advised to stay inside their homes and shut their windows. He said the wind was blowing from the south west, which meant the path of the fumes was mainly over industrial sites, which are closed on a Sunday. However, he said while there were no evacuations, residents in Waldingfield Road and the Woodlands area were alerted by officers on foot and loud-haler patrols and an area of two square kilometres was cordoned off and out-of-town superstores, fast-food restaurants and petrol stations were closed.

James Mortlock - UK, SUFFOLK, MAY 16 2006.

<http://www.eadt.co.uk/content/eadt/news/story.aspx?brand=EADOnline&category=News&tBrand=EADOnline&tCategory=zNews&itemid=IPED14%20May%202006%2023%3A35%3A32%3A227>

'Fuelish' Motorists Left Stranded Out of Luck and Out of Fuel

Girls – here's some 'fuel for thought' next time he takes the mickey out of your driving ...

Men are more likely to put the wrong fuel in their car – and more likely to run out of petrol while on the road. More than one in ten accident-prone Brits have filled up their car with the WRONG type of fuel according to new

research. Half of those caused so much damage to their vehicle it took on average of £125 to repair after the cockup.

And if we Brits aren't putting in the wrong type of fuel – we aren't putting any in at all – almost half of us have run out of petrol or diesel according the survey of 4,000 motorists by roadside rescue expert Green Flag. But it's

not ditz women drivers to blame for petrol problems it's MEN who are more likely to put diesel in a petrol car or

vice versa. A preoccupied 14 per cent of blokes admitted to putting in the wrong fuel compared to only ten per cent of females. Blokes are the worst culprits for not filling up in time too – 52 per cent have confessed to breaking down after running out of fuel compared to only 42 per cent of women. An incompetent nine per cent of male drivers have run out of petrol three or four times. And it's no surprise why, when more than one in twenty Brits use every last drop of fuel in the tank and like to gamble to see how far they can travel with the petrol light on. But at the other end of the scale – a paranoid nine per cent fill up as soon as the petrol gauge reads half a tank, just to be on the safe side. Two-thirds of women have been left embarrassed on the garage forecourt after struggling to get the petrol cap off, but to combat such problems a third of ladies leave re-fuelling to their other half. A third of folk said they would hit the roof if their partner ran out of petrol and 86 per cent said they would be really embarrassed by the mistake. Nigel Charlesworth of Green Flag said: "It's surprising so many people are still running out of petrol, when most modern cars have indicators that warn we are running low. "Filling up with the wrong fuel is more common than you would think, as this research shows. It's a costly mistake so, even if we are in a rush, we should pay attention at the service station." "More than 20,000 Green Flag call outs each year are down to motorists running out of fuel. Thankfully with one call, our customers can get help straight away."

http://www.responsesource.com/releases/rel_display.php?relid=25372&hilite= UK, MAY 16 2006

Keeping in Touch

If you have any suggestions or queries please do not hesitate to contact the AIDGC Executive Officer robyn@f1.net.au or leave a message with the AIDGC paging service 02 9430 6739 and I will return your call.