Australasian Institute of Dangerous Goods Consultants

WHAT'S HAPPENING?

April 2009

Welcome to our new Associate Member

Neil Taylor
Queensland

IMPORTANT

CHANGES TO HAZARDOUS AREA STANDARDS

During 2009, the AS/NZS2430.3 and AS/NZS2381 series of standards are to be replaced by new and revised standards in the AS/NZS60079 Series. This will involve the introduction of risk assessment and equipment protection levels as options for electrical installations in hazardous areas. This is part of Australia's continuing adoption of IEC standards. Recently Engineers Australia has held a half day seminar to update practitioners on these and other developments in hazardous area standards, both in Australia and overseas. This seminar was presented by Mr Neil Dennis, the Chair of Australian standard committee EL14, which prepares these standards. This seminar was oversubscribed.
As few, if any of our members, were able to attend this seminar, the AIDGC has been in discussion with Engineers Australia with the aim of running it again. Agreement has been reached for this to happen.
Location and time will be as follows:

Date: Tuesday, 16 June 2009
Time: 4:00 – 9:00 PM - Registration: 3:30 PM
Light refreshments/sandwiches will be provided during the evening
Venue: Engineers Australia Auditorium, Chatswood

The issues to be covered in this seminar are essential knowledge for our Members. In line with our practice of covering the cost to our members of professional development seminars which we organize, the AIDGC Board has agreed to pay the registration fees for any Members who wish to attend this important seminar.
We have been allocated sufficient places for our Members, however Engineers Australia has a waiting list of attendees, and the Auditorium does have limited seating. It will be essential to receive early commitment from Members who wish to attend in order for us to retain the allocated spaces.
As soon as a flyer is available, it will be e-mailed to all Members with details of registration procedure etc:

PUT THIS DATE IN YOUR DIARY

DIARY DATES FOR 2009

BRISBANE

Class 4 Seminar June 4
Greek Club
Edmondstone Street
Brisbane, Q'ld

SYDNEY

Class 4 Seminar June 11
Ryde Eastwood Leagues Club
West Ryde , NSW

Hazardous Areas Standards June 16
Chatswood, NSW

AGM August 7
Ryde Eastwood Leagues Club
West Ryde, NSW

New Fee Structure for Individual Members

The Board of AIDGC has approved new fees as follows:

Members & Associates <80km from Sydney
Membership: $450 +GST. - Conference: nil

Members & Associates <80 km from Brisbane
Membership: $300 +GST. - Conference: $150 +GST

Members & Associates elsewhere
Membership: $250 +GST. - Conference: $150 +GST

Members & Associates aged <30 years @ July 1
Membership: $150 +GST. - Conference: nil

Retired Members
Membership: $150 +GST. - Conference: nil

Honorary Members
Membership: nil. - Conference: nil

The above structure provides a $50 reduction compared to last year. It also recognizes that members outside Sydney are not as easily able to attend the annual conference, and that members outside Sydney and Brisbane cannot easily attend evening seminars.

It also provides an incentive for young men and women to join and also for employers to support them.

Class 4 Dangerous Goods – The Different Class

Class 4 Dangerous Goods are different to other classes of dangerous goods. The only common denominator is that they are solid and flammable. Some are flammable, some spontaneously combust, some behave violently when wet. Class 4 Dangerous Goods include metal powders, nitrocellulose, calcium carbide, and moist hay. And yet there is very little published information which provides an overview to the safe storage and handling of this wide range of substances.
This seminar will cover:

- **The history of DG Classification**
- **Background to the Class 4 Classification and its Divisions**

ANNUAL CONFERENCE
SYDNEY

Friday 18th September

Peter Wilkin from Caltex: Case Study on Newport Petrol Spill

- **Properties of some Class 4 Substances and interesting effects that may occur.**
- **The draft Australian Standard from 1999 that was never published**
- **Overseas standards that may have application**
- **A Risk Assessment approach to the storage and handling of Class 4 substances**

New Dangerous Goods Category on Website Competency Assessment Criteria for Mixed Class Warehousing

The criteria for being listed for mixed class warehousing is that a prospective candidate for listing shall:

- **satisfy the competency assessment requirements for classes 3 (packaged goods), Class 5.1 & Class 6/8/9 as a minimum**
- **<u>for candidates who have undertaken assessment in all the above nominated classes since 2006</u> - satisfy the requirements for undertaking a risk assessment as part of the competency assessment process**
- **<u>for candidates who have undertaken assessment in all the above nominated classes prior to 2006</u> - satisfy the assessment panel that the applicant for listing is capable of undertaking a risk assessment as described in AS-NZS 3833-2007, and**
- **demonstrate commitment to the AIDGC member's code of conduct, particularly in respect of the requirement for competence in matters in which advice they provide advice, and to continuous personal professional development to acquire or upgrade skill levels**

Explanation:
The assessment of candidates for the Mixed Class Warehouse category has proved highly problematic in the past – the proposed competency assessment test did not adequately identify whether people were capable of providing advice of sufficient quality as to justify their listing under the competency register of the AIDGC.

It is largely a commercial decision for people as to whether AIDGC members choose to offer advice in those areas and topics where their skills and experience are not sufficient protection from them

Corporate Members

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

AECOM
(Bassett is part of AECOM)
Tim Dean
(07) 3858 6700
M +61 421 407 633

AJM Environmental
Adrian Minshull
02) 9542 2366

Store-Safe Pty Ltd
Grant Breeze
02) 9569 2122

Vanguard Solutions
Tony Davies
08) 9420 5322

offering or unsafe advice. This is already an underpinning concept of the AIDGC member's code of conduct.

For this reason the revised member category listing criteria proposed for mixed class warehouse category listing is largely based on a self-regulation model.

If you wish to be assessed for listing in this category, please email Ross Underwood: sets@ozemail.com.au

CHEM Services Queensland

This email Media Release from Ralph Carlisle
Chief Dangerous Goods Advisor
Hazardous Industries and Chemicals Branch
Workplace Health and Safety Queensland
Department of Justice and Attorney General
T: 3247 8437
F: 3247 8433
E: ralph.carlisle@deir.qld.gov.au

Recently, CHEM Services was transferred from the Department of Emergency Services to Workplace Health and Safety Queensland (WHSQ), where CHEM was merged with another unit related to chemical hazards to form the Hazardous Industries and Chemicals Branch (HICB). Administration of the Dangerous Goods Safety Management Act continues to be channelled through HICB. Following the recent Queensland election, Workplace Health and Safety Queensland has been transferred to the Department of Justice and Attorney General.
The existing CHEM Services website is to be migrated to the WHSQ website in the near future. It is proposed to retain the 'Training Provider, Consultant or Equipment Supplier' listing.

Keep in Touch

If you have any suggestions or queries, please do not hesitate to contact the AIDGC Executive Officer, Robyn Hogan at: robhogan@tpg.com.au or via the AIDGC Paging Service on 02) 9430 6739 and I will return your call.

Please note the of email address! robhogan@tpg.com.au

This month, my thanks go to Peter Hunt, Don Johnston and Phillip McKiernan for their contributions.

IN THE NEWS

Ethanol 'Disaster' Risk For Boats

Kate Dennihy, NSW, Australia, April, 2009

Ethanol fuel is not suitable for boats with petrol engines, experts say.
Ethanol blend fuel poses a risk for boat owners and is "potentially disastrous" for any vessels that use petrol fuel tanks more than a few years old, industry experts say. Government and industry adviser Gary Fooks said the blended fuel might be all right for 60 per cent of cars but was a "no-no" for 99 per cent of boats. Mr Fooks said he was very concerned about potential damage to fuel systems causing an increased risk of fire aboard boats.

Generators and off-road bikes that were not used regularly could also be damaged by ethanol use, he said. Cars used regularly were not at risk. He said three main things made ethanol - made primarily from sugarcane and grain in Queensland - unsuitable for marine and recreational use. It is corrosive and eats into many materials including fibreglass and aluminium tanks, causing leaks and potential fires. It does not stay mixed with petrol, potentially causing engine damage during start-up. It has a very short shelf life (as little as two weeks). In Queensland the most common ethanol blend fuel (E10) is 10 per cent ethanol mixed with 90 per cent unleaded fuel. The Queensland Government, with the support of the Liberal National Party, has legislated to introduce a 5 per cent ethanol mandate by 2010. Mr Fooks said E10 absorbs moisture, sinks to the bottom of the tank and cannot be remixed in a process called phase separation. Once this happens, the tank

must be emptied, thoroughly cleaned and dried. Don Jones, the general manager of Marine Queensland, representing many of the state's recreational boating industries, said the fuel was creating "potentially disastrous problems".

Mr Jones said ethanol was not suitable for many pre-2007 outboard motors, fibreglass fuel tanks and for vessels not used regularly. Disposing of stale fuel safely and responsibly was problematic, he said. Brisbane City Council, for example, accepted up to 23 litres but only at specific collection points four times a year. Some engine warranties might be void if ethanol is used and some service stations are putting stickers on bowsers warning the fuel might be unsuitable for marine use. The State Government promotes ethanol as a "green fuel" that reduces our reliance on fossil fuels and helps Queensland farmers, who grow the grains and sugar cane used in ethanol production. But a Government fact sheet, E10 And The Marine Industry, warns boat owners of potential problems including phase separation and corrosion. Warnings have been more obvious in southern states. In a media release in January the NSW Recreational Boating and Regional Services maritime general manager, Brett Moore, said there was concern among boat operators about using ethanol blend fuels in their boats. "While some boat owners have tried to do the right thing in their quest to reduce their carbon footprint by choosing the greener option, NSW Maritime advises boat owners to check with their engine and boat dealer about the appropriate fuel choice," Mr Moore said. "Fuels with ethanol can attack some fuel system components such as tanks and lines if they are not made from ethanol-acceptable materials. The ethanol can soften some fibreglass or rubber components or can leach resins from other materials, from rubber components which can foul filters, carburettors or injectors." In Victoria, the Boating Industry Association's general manager, Robert Coco, last month warned boat owners "not to use ethanol fuels in the boats to avoid potentially costly damage to engines and fuel systems". The shelf life of ethanol put some boat motors in danger of damage, he said. "Ethanol can eat into fibreglass fuel tanks and other parts of the fuel system, which in turn can lead to harmful deposits in the engine. Boaters should check that the petrol they are using is ethanol-free, by looking at the labels at service stations before filling up."
http://www.smh.com.au/environment/energy-smart/ethanol-disaster-risk-for-boats-20090418-aax5.html?page=fullpage#contentSwap1

Driver Convicted and Fined $5000 for Transporting Dangerous Goods in Unsafe Manner to Newcastle

DECC Media release: 21 April 2009

A driver has been fined $5000 by the Gosford Local Court and ordered to pay $373 in costs after pleading guilty to transporting dangerous goods in an unsafe manner from Port Botany in Sydney to Mount White near Gosford in late 2007.

The court heard that Mr Gary Burne was working for Omega Chemicals in November 2007 when he drove a truck and tanker filled with a 15,000 kilogram load of liquid Sodium Hydroxide, a Class 8 corrosive dangerous good.

The truck and tanker wrongly displayed signs showing that the load it was carrying was not dangerous. The true nature of the load only became apparent when a few litres spilled from an unsecured opening at the top of the tanker and splashed onto two RTA officers who were inspecting the vehicle at the RTA Mt White Heavy Vehicle Checking Station.

Both of the RTA officers suffered minor chemical burns to the eye.

Lisa Corbyn, Director General of the Department of Environment and Climate Change, said that the fine was an important reminder to all licensed dangerous goods drivers to ensure that they took all necessary steps to transport dangerous goods in a safe manner.

"This was a dangerous situation that have could have resulted in more serious injuries to the RTA officers and even other road users," Ms Corbyn said.

"Drivers of vehicles containing dangerous goods need to be absolutely certain that all caps and covers are properly secured and that the dangerous goods they transport cannot leak or otherwise escape from their vehicles.

"It is also vital that vehicles transporting dangerous goods on public roads display the appropriate signage to ensure that any person coming into contact with the vehicle is appropriately informed and prepared.

"Correct signage is also crucial in the case of an emergency situation such as a road accident because it allows the authorities to rapidly identify and address potential risks."

ADG7

NSW Finally Passes New DG Transport Regulation

The Dangerous Goods (Road and Rail Transport) Regulation 2009 was gazetted on 17th April to commence on 1st May 2009. The transition period permitting use of the previous Regulation ends on 31st December 2009. At this stage AIDGC has not compared it to the Model Subordinate Legislation to ascertain if there are any differences.

The Regulation is available from either
http://www.austlii.edu.au/au/legis/nsw/consol_reg/dgartr2009480/

Click on "Download" and follow instructions to download an RTF file which will open and can be searched in MSWord, or
http://www.legislation.nsw.gov.au/

- **Click on "As Made",**
- **then on "Search As Made",**
- **then type "dangerous goods" in the "exact phrase" box and click on "Search"**
- **Click on the Regulation (not the Commencement proclamation for the Act)**
- **Click on the floppy disk icon to save the PDF file.**

Note searching "As Made" is different from searching "In Force". On this site if a regulation has been amended, "In Force" will return the consolidated version, incorporating any amendments, but only as a HTML web page. If you need to download an amended act or regulation, click on "Help" and scroll down to "Printing and downloading from the site; In Force"

The commencement date for the Dangerous Goods (Road and Rail Transport) Act 2008 has been proclaimed as 1st May also.

NT, ACT and Tasmania, as of late April, had not gazetted their new legislation:

Correction to MHF document
The document "Occupational Heath and Safety Regulation 2001 Major Hazard Facilities - Conditions and Requirements of Provisional Registration and of Registration" has had official errata issued which replace references to "Chapter 6B" in items A2.2(b) and A3.2(b) with references to "Chapter 6A".

These items refer to the dangerous goods chapter of the OHS Regulation (Chapter 6A) in relation to provisional emergency arrangements and provisional security arrangements for MHFs.

Draft Australian Standards for Laboratories

- **Laboratory design and construction - DR 09033 (Revision of AS/NZS 2982.1:1997). Issued 24th April, comment closes 26th June**

- **Safety in laboratories Part 6: Plant and equipment aspects - DR 09017 (Revision of AS 2243.6—1990). Issued 6th March, comment closes 7th May.**

Drafts may be downloaded free from
http://www.saiglobal.com/shop/Script/search.asp
Simply enter the DR number in the search box and follow the instructions.

Piping Colour Coding Clash
LPG (AS 1596) with Air (AS 1345)

There appears to be a clash between different Standards for colour coding of pipework that members should be aware of, whereby light blue may be used for both air and LPG. Thus any comments or past experience from members would be appreciated as the Standards Australia committee debates this issue with possible change to AS1596.

A basic risk assessment will highlight the safety risks involved if both the plant room air supply is colour coded blue and also the LPG supply to the plant room is colour coded blue.

Work sites now have larger shutdowns and use contractors. Most contractors with any industrial experience will think air lines are blue. A basic job in a shutdown for a contractor could be "go to that plant room, cut into the air line and install this valve". The quickest way for him would be a grinder - think of what could happen.

Background Comments:
Colour coding of air lines
AS 1345 Table 1 specifies "Light Blue" be used for compressed air, ventilation, air etc. and Table 2 specifies this as "Aqua B25".

Cl 6.1(b) highlights this colour as making a distinction from "all other gases". Cl 9 specifies this colour being used along the full length of the line, in bands at specified points or on a pipe marker. This Standard is in common use.

<u>Colour coding of LPG vapour piping.</u>
AS 1596: Cl 6.8.8.(b) permits vapour lines to be identified by using Aqua No. B25 by painting as an alternative to "printing, stencilling or labelling at critical locations" as permitted by Cl 6.8.8(a).

Cl 6.8.8.(b) permits vapour lines to be painted Aqua No B25 OR painted white with an aqua tracer (note a tracer is normally interpreted as a thin longitudinal or spiral stripe along the full length, although this clause requires it only at critical locations).

However, this is part of Chapter 6 which applies to tank installations, i.e. not to reticulation (see Scope Cl 6.1). Under Cl 1.1 and Fig 1.1 the reticulation of LP gas to appliances is covered by AS 5601 (which does not permit light blue) and so the above colour coding should not be applied to the line to appliances.

Since so few people seem to read the scope and application sections of Standards, there is clearly a problem in interpreting this Standard which increases the likelihood of confusion between LPG and air lines, both being a pale blue

Suggestions for changing AS 1596
One suggestion (by Peter Hunt) to reduce confusion by amending AS1596:

1. **Cl 6.8.8 2nd para – delete "throughout the installation" and insert "from the tank to the first regulator" and add another sentence "Reticulation from the first regulator to appliances shall comply with AS 5601 (see Clause 1.1)",**
   AND either 2 or 3 (preferably 3)
2. **Cl 6.8.8.(b) – delete existing subclauses and replace with "(1) For liquid lines, either all Raffia No X31 or white with a Raffia No X31 band at critical locations**
   (2) For vapour lines, white with an Aqua No B25 band at critical locations.
   Note – vapour lines should not be painted all over Aqua to minimise confusion with air lines."
3. **"Both liquid and vapour lines to be Raffia NoX31 with labelling to distinguish between the two lines, or white/unpainted with stencilling or labelling to be used."**

EARLY REGISTRATION STILL AVAILABLE!!

Other suggestions would be welcomed

The above issue is currently being reviewed by the Standards Committee, thus if members wish to have an input, please send any comments to AS1596 representative Phillip McKiernan, at esppersonnel@myoffice.net.au.

2009 Australasian University Safety Association (AUSA) Conference

Update your OHS expertise, and network at the 2009 Australasian University Safety Association (AUSA) Conference in Sydney, July 7-10.

Under the broad theme of OHS in a Changing Climate, speakers will address diverse topics currently posing challenges for OHS in tertiary education and research organizations. These will include harmonisation and globalisation of OHS, leadership and safety culture, new technology, generational diversity, wellness and wellbeing, selling safety and OHS in research and curriculae.

For the first time an optional pre-conference workshop is being offered. Simon Lane, Managing Director from Offsite Human Resources, will deliver a 4-hour workshop on Marketing OHS - Top Tips for Achieving Successful OHS Outcomes marketing techniques for OHS.

Another highlight will be an afternoon session focusing on laboratory design, with presentations by leading experts experienced in a wide range of laboratory types. This session will provide valuable insights into good safe lab design and avoiding costly pitfalls in managing laboratory construction and upgrade projects.

This biennial conference presents a rare opportunity for networking with OHS professionals from the tertiary education and research sectors throughout Australia and New Zealand and beyond.

Further details are available on the AUSA website at http://www.ehs.uts.edu.au/AUSA/conferences.html
Early bird registration is now open until 8th May.