



## **WHAT'S HAPPENING?**

**March 2009**

### **DIARY DATES FOR 2009**

### **HAZMAT**

**Thursday 29<sup>th</sup>  
and Friday  
30<sup>th</sup> April  
Sydney**

#### **Website**

[http://www.fpaa.com.au/  
events/index.php?event  
s=hazmat](http://www.fpaa.com.au/events/index.php?events=hazmat)

#### **Program and Registration Brochure**

[http://www.fpaa.com.au/  
events/docs/HazMat%20  
Registration.pdf](http://www.fpaa.com.au/events/docs/HazMat%20Registration.pdf)

### **IN THE NEWS**

#### **Total Must Pay for Buncefield Damage**

The oil company Total must pay for damage caused to properties in the Buncefield oil fire, a court has ruled. Claims arising from the explosion, the largest in peacetime Europe, totaled more than £750m. The majority of property owners were insured, but Total will have to pick up the bill for any that weren't after a High Court judge ruled yesterday (20th March 2009) that the company was liable. The blast in December 2005 happened in a part of the site in Buncefield, Hertfordshire, that was developed by a joint venture company, Hertfordshire Oil Storage Ltd (HOSL) which was 60 per cent owned by Total and 40 per cent owned by Chevron. Total argued that Chevron should share the costs, but Chevron said Total was wholly liable – and the judge, Mr. Justice David Steel, agreed with Chevron. The case hinged on identifying whether it was Total or HOSL which had the right to control the manner in which the supervisors at the site undertook their work, and was dependent on how the site was operated and managed. The judge found that all those working on the site had employment contracts with Total.

<http://www.independent.co.uk:80/news/uk/home-news/total-must-pay-for-buncefield-damage-1650602.html>

#### **Researcher Dies after Laboratory Fire**

UCLA research assistant burned in incident with *tert*-butyl lithium.

<http://pubs.acs.org/cen/news/87/i04/8704news1.html>

#### **Caltex Fined over Petrol Leak**

Caltex has been convicted of permitting an environmental hazard following a petrol leak into the Yarra River. Caltex was fined \$20,000 and ordered to pay \$80,000 to fund an energy efficiency project, plus \$27,580.48 for EPA Victoria costs.

Source: Dangerous Goods & Hazardous Materials Group and Network, 14 March 2009

**AIDGC  
ANNUAL  
CONFERENCE**

**Friday 18<sup>th</sup>  
September**

**Sydney**

## **In the Factory**

### **Chemical delivery into the 'Wrong' Tank**



The consequences of mixing chemicals can be severe.

An accidental chemical reaction between sodium hydrosulfide solution and ferrous sulfate solution during a chemical tanker unloading incident generated toxic hydrogen sulphide gas.

The incident resulted in a fatality, a near fatality, evacuation of the plant and property damage in excess of USD 400 K.

[http://f1.grp.yahooofs.com/v1/EILJScEdfA528I8fUrU\\_v-dwzTlzyJyU5SAqpF\\_EEafNgfcB911HCVOoqaQzkSYuisUMoXD\\_C-U3rY3ALeaPCUyGzIoIsKU/beacon/Beacon2009-03.pdf](http://f1.grp.yahooofs.com/v1/EILJScEdfA528I8fUrU_v-dwzTlzyJyU5SAqpF_EEafNgfcB911HCVOoqaQzkSYuisUMoXD_C-U3rY3ALeaPCUyGzIoIsKU/beacon/Beacon2009-03.pdf)

<http://www.nts.gov/publicctn/2000/hzb0003.pdf>

Some risk controls include:

- Positively identify and confirm the specific chemical before transfer into any vessel.
- Provide appropriate unloading procedures and ensure delivery and plant personnel are trained, literate, numerate and understand.
- Be aware of potential hazardous reactions – use mutually exclusive connections to minimize mistakes.
- Clearly and unambiguously identify all connections, pipes and storage tanks.

Another similar incident which required evacuations involved delivering a phosphoric acid chemical brew into sodium nitrite storage tank with adverse results.

<http://ncsp.tamu.edu/reports/NTSB/ntsbHarzard/HZB0002.pdf>

## **NICNAS Matters – March 2009 Newsletter**

The latest edition describes current NICNAS activities.

[http://www.nicnas.gov.au/Publications/NICNAS\\_Matters/NICNAS\\_Matters\\_MAR09\\_PDF.pdf](http://www.nicnas.gov.au/Publications/NICNAS_Matters/NICNAS_Matters_MAR09_PDF.pdf)

## Corporate Members

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

AJM Environmental –  
Adrian Minshull  
02) 9542 2366

Bassett Consulting  
Engineers –  
Tim Dean  
(07) 3510 4000 or  
0439 371 063

Store-Safe Pty Ltd –  
Grant Breeze  
02) 9569 2122

Vanguard Solutions  
Tony Davies  
08) 9420 5322

## Safety Is No Accident

### Laboratory Refrigerator Explosions

Reported serious explosions arose from ignition of accumulated flammable vapours which escaped from samples stored in non-flameproof refrigerators.

<http://f1.grp.yahoofs.com/v1/IJDJSR0T1svDDubueLPxRmUTfDjvjDRXda88VzbjzHlkHYE85G8PTNCaeRzuyQm1D-Wx2XVDOd0Xjto4nBkfRm6jgSn-ngE/Beacon2008-11.pdf>

## Standards Watch

### AS/NZS 1850:2009 Portable Fire Extinguishers Classification, Rating and Performance Testing

Classifies extinguishers according to the general classes of fires for which they are suitable and gives a method of rating. Tests for Classes A, B, C, D, E and F are included.

The revision was published on 20 March 2009, superseding AS/NZS 1850:1997.

<http://infostore.saiglobal.com/store/Details.aspx?ProductID=1104955>

### AS/NZS 1715:2009 Respiratory Protective Equipment Selection, Use and Maintenance

This Standard sets out the principles of respiratory protection, requirements and recommendations for the selection, use and maintenance of personal respiratory protective equipment (RPE) in the workplace.

The revision was published on 6 February 2009, superseding AS/NZS 1715:1994.

<http://infostore.saiglobal.com/store/Details.aspx?ProductID=1092559>

## CASE STUDIES

### Lessons in Controlling Static Discharges While Filling Flammable Liquid Containers

[http://f1.grp.yahoofs.com/v1/EILJSWHpdwB28I8foKP\\_GyQPKJnPYGO\\_OYdBktQYr7c59YSun1g6yfXsFr6knueep9ZMiS-lqs4Euu4J9rw0KZkw6rLMKL0/beacon/Beacon2009-02.pdf](http://f1.grp.yahoofs.com/v1/EILJSWHpdwB28I8foKP_GyQPKJnPYGO_OYdBktQYr7c59YSun1g6yfXsFr6knueep9ZMiS-lqs4Euu4J9rw0KZkw6rLMKL0/beacon/Beacon2009-02.pdf)

[http://f1.grp.yahoofs.com/v1/IJDJSUYbLuPDDubuFZ5P7CCpL61Pqksiah7U7Bh2BecBBNFfoE9CkVT44h0SVy43D64sh90GlfHNE\\_ze1N7QKgQDYrIYzYQ/Beacon2009-01.pdf](http://f1.grp.yahoofs.com/v1/IJDJSUYbLuPDDubuFZ5P7CCpL61Pqksiah7U7Bh2BecBBNFfoE9CkVT44h0SVy43D64sh90GlfHNE_ze1N7QKgQDYrIYzYQ/Beacon2009-01.pdf)

This month, my thanks go to Don Johnston, John Baker, Ross Underwood and Peter Hunt for their contributions.

## RESOURCES

### Technology News and Trends

The March 2009 issue of this newsletter deals with soil, sediment, and ground-water characterization and remediation technologies and highlights bioremediation techniques.

<http://www.clu-in.org/download/newsletters/tnandt0309.pdf>

### Defining a Safety Criterion for Flammable Clouds HSL/2007/30

The question is investigated of whether LEL or half of that concentration should be used as the criterion in safety analyses. The opinion formed is that requiring the instantaneous centre-line concentration to be less than half the LEL is reasonable and that relaxing this criterion would involve some risk.

[http://www.hse.gov.uk/research/hsl\\_pdf/2007/hsl0730.pdf](http://www.hse.gov.uk/research/hsl_pdf/2007/hsl0730.pdf)

## LOOKING AT ADG7: AIDGC Board Members Comment on Aspects of the New Regulation

### Peter Hunt:

### IS AUSTRALIA ALL THE ONE COUNTRY?

Following are some examples of State Regulations not following the Model Subordinate Legislation to implement ADG7. Remember that ADG7 and the model legislation was finally approved by the Australian Transport Council which consists of the responsible Commonwealth, State and Territory Ministers.

#### Queensland

Transport Operations (Road Use Management—Dangerous Goods) Regulation 2008. Clause 116 prescribes set distances, whereas ADG7 (Clause 10.2.2.1) refers to Australian Standards for hazardous area classification.

#### 116. Definitions for division 2

In this division—

prescribed dangerous goods means—

- (a) dangerous goods of UN division 2.1 or subsidiary risk 2.1; or
- (b) dangerous goods of UN class 3 or subsidiary risk 3.

prescribed way means—

- (a) for the bulk transfer of prescribed dangerous goods—a way that—
  - (i) complies with chapter 10.2 of the ADG Code, to the extent the chapter is not inconsistent with subparagraph (ii); and
  - (ii) ensures the distance between a source of ignition and any hose connection point is at least—

- (A) for dangerous goods of UN division 2.1 or subsidiary risk 2.1—10m; or
- (B) for dangerous goods of UN class 3 or subsidiary risk 3—8m; or
- (b) for the bulk transfer of other dangerous goods—a way that complies with chapter 10.2 of the ADG Code.

## **Western Australia**

Dangerous Goods Safety (Road and Rail Transport of Non-explosives) Regulations 2007. Part 14, Division 3 introduces an entirely new concept of an “approved responder” (a person who is approved by the Chief Officer under regulation 184 in relation to the quantity, and the description or class, of the dangerous goods), for example:

185. Duties as to ensure adequate resources available to deal with emergencies

(1) A person who is a prime contractor or rail operator, as the case requires, must not transport a placard load unless the person complies with sub-regulation (2).

Penalty: a fine of \$10 000.

(2) To comply with this sub-regulation, a person must —

(a) be an approved responder in relation to the total quantity of dangerous goods that comprise the load; or

(b) be an approved responder in relation to part of the quantity of dangerous goods that comprise the load and have an emergency response contract with another person who is an approved responder in relation to the remaining quantity of dangerous goods that comprise the load; or

(c) have an emergency response contract with another person who is an approved responder in relation to the total quantity of dangerous goods that comprise the load.

## **Ross Underwood:**

### **DANGEROUS GOODS DRIVER TRAINING**

Peter Hunt has reported some anomalies in relation to the legislation introduced in several different states where some ‘local’ variations to the model subordinate legislation bringing ADG7 into effect have lately emerged.

Recently I had a conversation with the dangerous goods transport technical advisors in Queensland Transport (my contact being Wayne Claydon) about the rollout of the new driver training package, a topic that I am aware is of interest to several members, particularly those that have been convening and presenting driver training. A new national driver training package based on ADG7 is now being rolled out in Queensland to Registered Training Organisations (RTOs) who are being briefed and accredited to deliver the training package in Queensland. Accredited RTOs are issued with a number and can access the Queensland Transport dangerous goods licensed driver data base to download details of training participants who have successfully completed the package and demonstrated that they have met all the training criteria.

Wayne alluded to the fact that a Queensland accredited trainer would have to be aware of the minor differences in the legislation as it applies in Queensland. He was unsure where the rollout of the national driver training package is up to in NSW and suggested that I check with the EPA (which I have yet to do). In Wayne's view an RTO presenting the package in NSW would also need to 'register' with Queensland Transport to ensure that licences for drivers working in Queensland are recognised – this sounds a particularly strange outcome for a supposedly nationally recognized competency system.

I intend to follow up and will advise AIDGC members as the system becomes clearer. In the meantime if people have a better understanding about what is happening re dangerous goods driver training than I do, they are welcome to give me a call and I will check it out if needed and advise all AIDGC members accordingly - **Ross Underwood: [sets@ozemail.com.au](mailto:sets@ozemail.com.au)**

## **MORE NEWS**

### **Containers Found**

Australia's navy says it may have located the missing shipping containers of ammonium nitrate that were swept off the damaged cargo ship last week. The minehunter HMAS Yarra was brought in at the request of the state government. Navy Commander Dean Schopen says a number of large objects have been found about seven kilometres east of Cape Moreton. "It is plausible that those contacts could be the containers, obviously they are quite large in size and the ships company are reasonably confident that the imagery may be able to support that claim," he says.

<http://australianetworknews.com/stories/200903/2519616.htm?desktop>

### **New Training Requirements in IMDG Code**

A short presentation "IMDG Mandatory Training of Shore-Side Personnel" has been added to the program for **HAZMAT 2009**.

The training (required by IMDG Code 2008 Chapter 1.3 to have been done before 1st Jan 2009) appears quite extensive, and, if not done, may cause disruption to your clients' sea transport of Dangerous Goods.

## **KEEP IN TOUCH**

If you have any suggestions or queries, please do not hesitate to contact the AIDGC Executive Officer, Robyn Hogan [robynhogan@unwired.com.au](mailto:robynhogan@unwired.com.au) or leave a message with the AIDGC Paging Service on 02) 9430 6739 and I will return your call.