

Environment Protection Authority

Dangerous Goods Update

NBTA Bulk Tanker Day

Dave Ingham

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Tanker maintenance program

EPA surveyed a cross-section of DG tank transporters, both regional and metro based, and varying fleet sizes.

This program was focused towards data-gathering and intelligence.

Our key aims were to understand:

- Industry understanding of inspection and maintenance obligations
- Record keeping relating to these obligations

Tanker maintenance Program

Findings included:

- Larger fleet operators have a solid understanding of their maintenance obligations and good record keeping practices
- Smaller operators are much more reliant on service providers and SLP inspections to ensure their tankers are compliant

The EPA will use this information to inform our regulatory focus relating to tankers. Tankers are being inspected, but not always at the frequency that the regulations (ADG Code & AS 2809) demand.

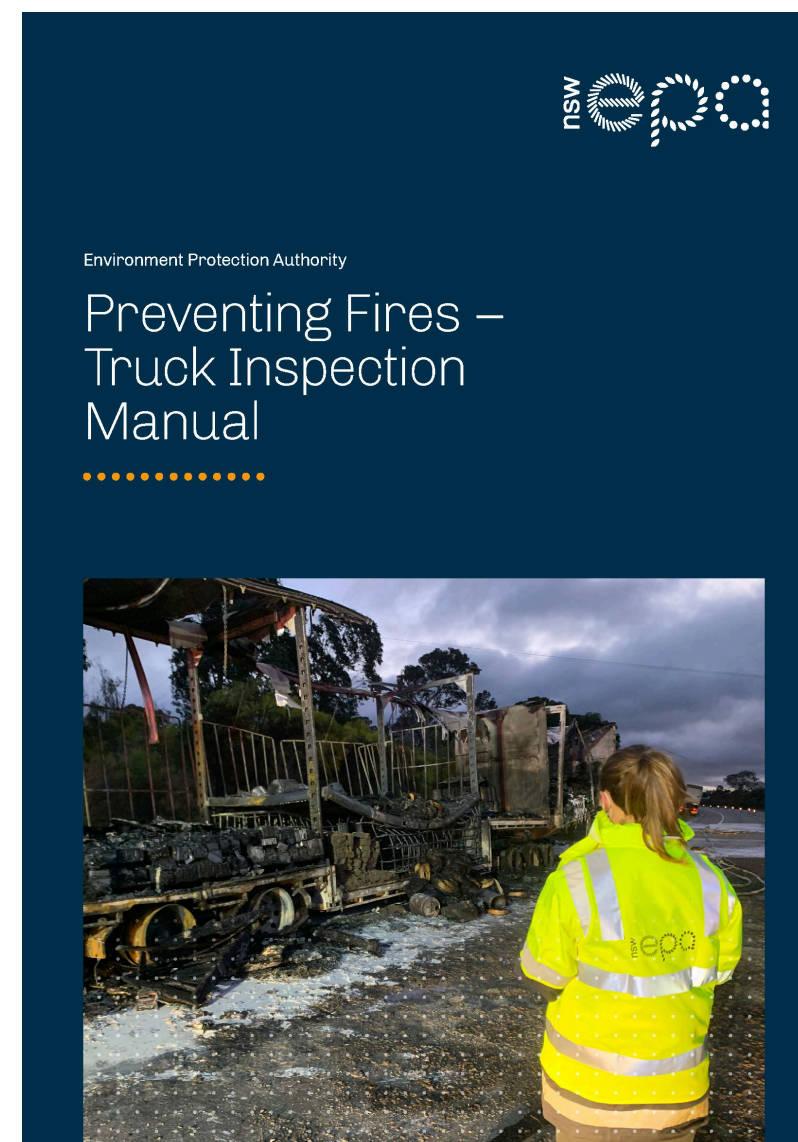
Tanker maintenance program

– Our response

- Updated Dangerous Goods Tank Vehicle Inspection Manual to:
 - Reflect changes in the standard since the 2018 edition was published
 - Provide more information for operators on how to ensure they comply
 - New manual is prepared, but is awaiting publication of the reviewed AS 2809.1 & AS 2809.2
- Communication program to ensure that we get it to as many operators and vehicle maintainers as possible
- Inclusion of persons performing inspection and maintenance tasks in the NSW DG regulation

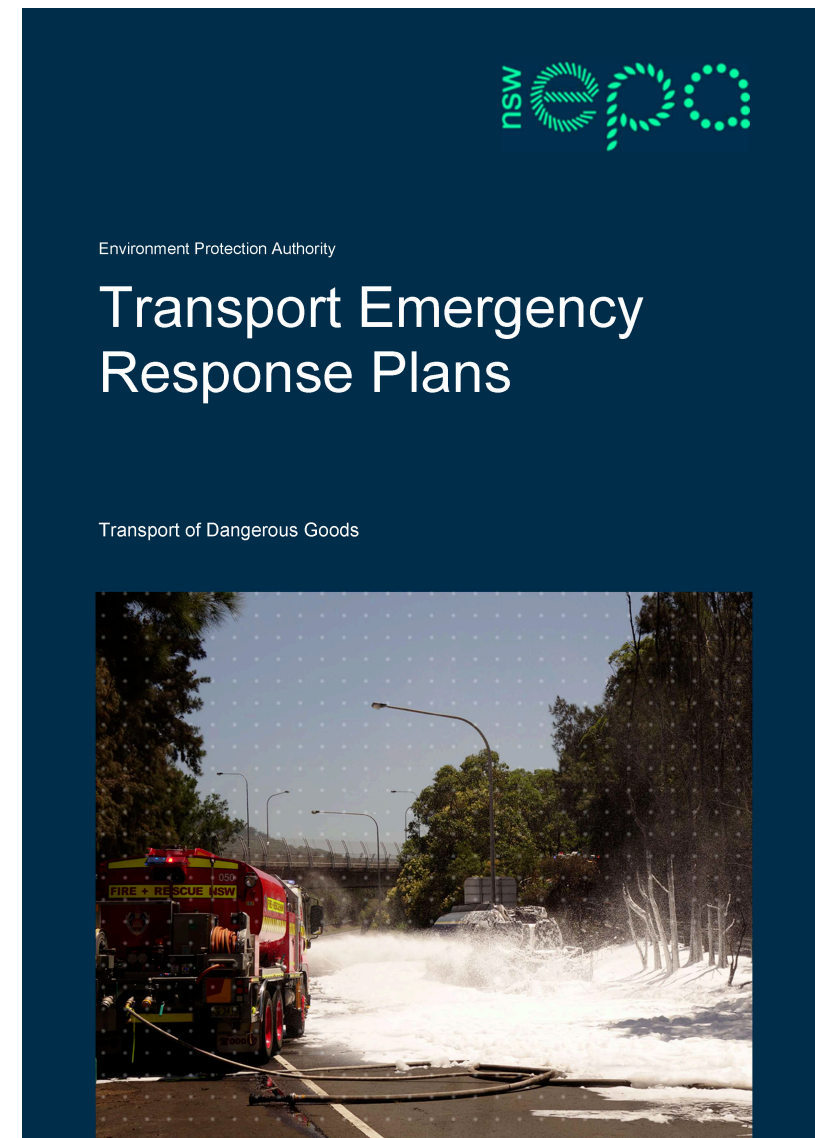
Guidance documents – truck fires

- Approximately truck 200 fires in NSW each year
 - DG magnifies the risk
- Advice for any workshop that is looking after vehicles, not just DG
 - Checklist for drivers included



Guidance document - TERPs

- Ready for consultation, will be out soon
- Practical information about how to comply with the requirements of the regulation
- Templates to support industry to put a TERP together
 - “Fill-in-the-blanks” for simple transport operations



Remade DG Regulation (NSW)

- Duty on persons performing maintenance on vehicles
- Roll stability systems moved into regulation
- Inclusion of prohibited routes under DG legislation
- Dangerous situations (incident) notifications to NSW EPA
 - Prime contractor – as soon as reasonably practicable, but within 1 hour
 - Driver – notify prime contractor & emergency services, not EPA

Prohibited routes

EPA received intelligence about the covert use of prohibited routes.

3 drivers at a company were positively identified after reviewing evidence

- 1 driver caught in the act – prosecuted and DG driver licence cancelled
- 2 other drivers identified later – prosecuted

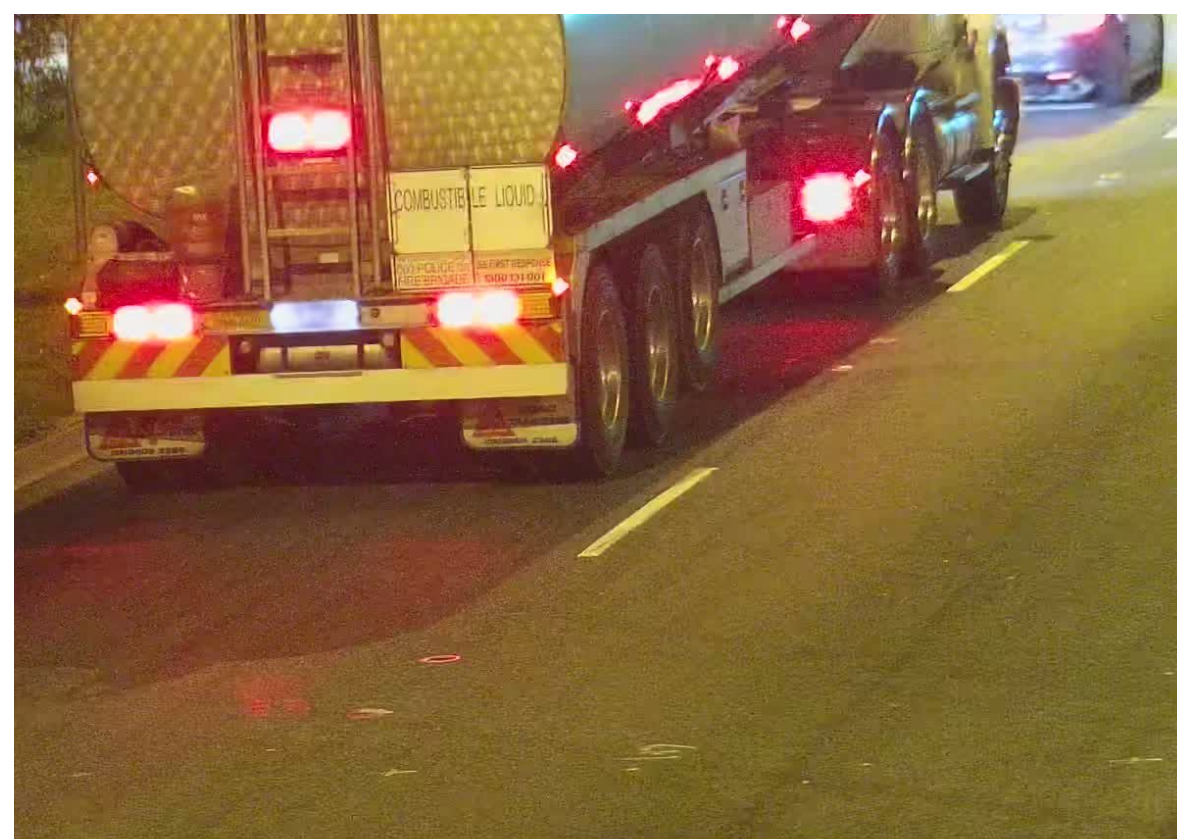
The company has been convicted of 6 counts of unsafe transport. Awaiting sentencing hearing.

Operations in response

- EPA support for on-road inspections around Port Botany
- Fuel terminals checking placarding prior to departure
- EPA Operation Sherlock

- Questions:
 - What instruction, training and supervision do you do?
 - Do you know where your trucks are?
 - Do you ever check where your drivers went?

Operations in response - Sherlock



Diesel on board? Or maybe DG?
NOT AUTOMATED ENFORCEMENT

Roll Stability Systems

- EPA has reviewed roll stability system usage – similar to our maintenance program
- Early results look encouraging – more detailed outcomes pending
- Reminder: Roll stability systems contain data that you can use
- Do you have risky drivers that you're not aware of?

Thanks, and any questions?