

# **Tanker Day**

## **Incident Response Coordination**

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**NSW EPA**

- **Guidance material prepared following a meeting with industry, first responders and regulators**
- **Seeking more comment before publishing**
- **Please review and comment**

**Identify** – Check for Leaks

**Notify** – Inform prime contractor or EPA as appropriate

**Respond** – Contain the leak and decant the product

**Rectify** – Repair the tanker and verify free of defect using DGTVM

**Weeps or sweats**

- Driver must notify prime contractor and notification must be recorded
- Proceeding to destination to unload is permitted
- Beware – weep may become drip or leak – follow *drips or leaks* actions
- Tanker must not be reloaded until repaired and verified free of defect using DGTVM

**Drips or leaks**

- A drip or leak is a dangerous situation and EPA must be notified via Environment Line 131 555
- Attempt repair by mechanical adjustment or single-use sealing putty (or similar means)
- If leak can be stopped proceeding to destination to unload is permitted
- Beware – repair may fail and become uncontrolled drip or leak – follow *uncontrolled drips or leaks actions*
- Tanker must not be reloaded until repaired and verified free of defect using DGTVM

**Uncontrolled drips or leaks**

- Fire and Rescue NSW (FRNSW) must be notified via 000
- FRNSW has incident control
- Options for unloading (at FRNSW discretion) include:
  - Proceed to closest possible location to discharge (drop product from) leaking compartment(s)
  - Return to terminal to discharge or decant leaking compartment
  - Roadside decant (Last resort – only where leak too great to safely proceed)
- If roadside decant is chosen, consider local relocation to a safer zone
- Decant must only be undertaken by suitably qualified, experienced and equipped people
- A Recovery Controller should be nominated to liaise with FRNSW Incident Controller to plan and execute recovery process
- Tanker must not be reloaded until repaired and verified free of defect using DGTVM

**Repair, verification and return-to-service**

Once the product has been removed from the tanker it must be removed from service and not reloaded. Before return to service the leak must be repaired, and the vehicle verified free from any defect in accordance with the EPA's *Dangerous Goods Tank Vehicle Inspection Manual* (DGTVM).

All repair and verification work must be undertaken by suitably qualified/experienced personnel in accordance with the ADG Code and AS2809.1 as outlined in the DGTVM. Repair and verification undertaken by the original equipment manufacturer (OEM) is preferred.

- **Prime contractors must provide resources to contain and dispose of DG and recover vehicles:**

### 154 Prime contractor's and rail operator's duties—information and resources

- (1) This clause applies if a vehicle transporting a placard load is involved in an incident resulting in a dangerous situation.
- (2) As soon as practicable after being asked by an authorised officer or an officer of an emergency service, the prime contractor or rail operator must:
  - (a) give to the officer the information that the officer requires about the vehicle's construction, properties and equipment, and
  - (b) provide the equipment and other resources necessary:
    - (i) to control the dangerous situation, and
    - (ii) to recover a vehicle involved in the situation or its equipment.

- **Consignors must provide resources to contain and dispose of DG and recover vehicles:**

## 153 Consignor's duties—information and resources

- (1) This clause applies if a vehicle transporting a placard load is involved in an incident resulting in a dangerous situation.
- (2) As soon as practicable after being asked by an authorised officer or an officer of an emergency service, the consignor of the goods must:
  - (a) give to the officer the information that the officer requires about:
    - (i) the properties of the dangerous goods being transported, and
    - (ii) safe methods of handling the goods, and
    - (iii) safe methods of containing and controlling the goods in a dangerous situation, and
  - (b) provide the equipment and other resources necessary:
    - (i) to control the dangerous situation, and
    - (ii) to contain, control, recover and dispose of dangerous goods that have leaked, spilled or accidentally escaped.

(3) If the prime contractor and the consignor, or the rail operator and the consignor, of the dangerous goods are asked to give the same information or provide the same resources for the incident, it is sufficient if the consignor or, as the case may be, the prime contractor or the rail operator gives the information or provides the resources.

- **As long as the resources are provided, it doesn't matter who provided them.**
- **However, if no resources are provided or resources are not provided as soon as practicable, then both the consignor and the prime contractor are liable.**

- **EPA investigating three recent incidents where response and provision of resources was lacking**
- **Extended delays resulted in unnecessary tie-up of emergency services resources and protracted traffic delays**
- **FRNSW, SafeWork, Police and RMS expressing concerns about professionalism and resource availability**



# Recent Rollover – poor performance





# Tanker fire – Wollongong Shutdown





# Recent fire – poor performance



- Must have the appropriate equipment and people available who know how to use it
- Recovery resources need to be mobilised as soon as the consignor or prime contractor is aware of the nature of the incident
- **What is the minimum equipment needed to recover petrol from?**
  - A rolled tanker?
  - An upright tanker that must be decanted?
  - A tanker that has contaminated product?
  - A drain, culvert or waterway?
  - A fire affected tanker?

- **How long should it take to get an alternate tanker and transfer equipment (trailer/pump/operator) to an incident under normal circumstances?**
- **What does normal circumstances mean?**
- **How far away is too far to bring resources to?**
  - 2 hours drive away?
  - 3 hours drive away?
  - Ex Sydney to incidents in NSW central west?



# Specific Expectations

Petrol Tanker Recovery Resources  
CONSULTATION DRAFT

September 2019

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# Recent Rollover





# Questions?

