

RCA Forum

Partnering to reduce worker risk



Risk to workers

- Bitumen Emulsion
- COPTTM
 - Competency Framework
 - Procurement
 - Co-presenter – Fergus Tate (NZTA)



Why change to Bitumen Emulsion?



ROADBLOCK: Firefighters clean up after this morning's tar-truck fire. PICTURE: Kelly Schicker

Tanker fire backs up rush-hour traffic

By Andrew McAlley

A fire aboard a bitumen tanker brought Hamilton rush-hour traffic to a standstill on a major thoroughfare this morning.

Vehicles backed up for more than a kilometre either side of the fire added to delays for emergency services getting to the crash.

A witness travelling north along Avalon Dr about 8.05am said he noticed smoke coming from an oncoming tanker.

"A bus went past this tanker then all of a sudden smoke was coming out of it and stuff was being blown into the air."

Insulation material and other debris littered both sides of SH1 for about 200m.

"The truck stopped and I raced over with a fire extinguisher from my van. Another bloke stopped and together with the driver we unhitched the trailer and fought the fire," he said.

His partner rang 111 and tried to warn traffic.

"It seemed like ages to get an answer and it was really hard trying to get traffic to stop," she said.

A spokesman for Hamilton-based Black Top Pavements, Rhett Bishop, said he wasn't aware it was one of his company's vehicles.

"I was stuck in the line of traffic and did a u-turn so never realised it was one of our boys," he said.

The driver of the tanker was too shaken to speak at the scene of the accident but firefighters said he was a very lucky man.

What has changed?

HSWA came into affect in 2015

- Risk based system introduced
- PCBU acronym entered our lexicon
- Code of Practice for handling of bitumen being updated
- HSWA (Hazardous Substance) Regulations 2017 introduced

Hazardous Substance Classifications apply

- Cut back bitumen greater than 7% kero
- Cut Back Bitumen containing Adhesion Agent
- Bitumen Emulsion



Regulatory Environment

Who looks after what?

- Worksafe,
 - Workplace - Classes 1-8
- EPA,
 - Manufacturers/suppliers
 - Workplace - Class 9
 - Non-workplace - Classes 1-9
- NZTA
 - Dangerous Goods



Regulatory Environment

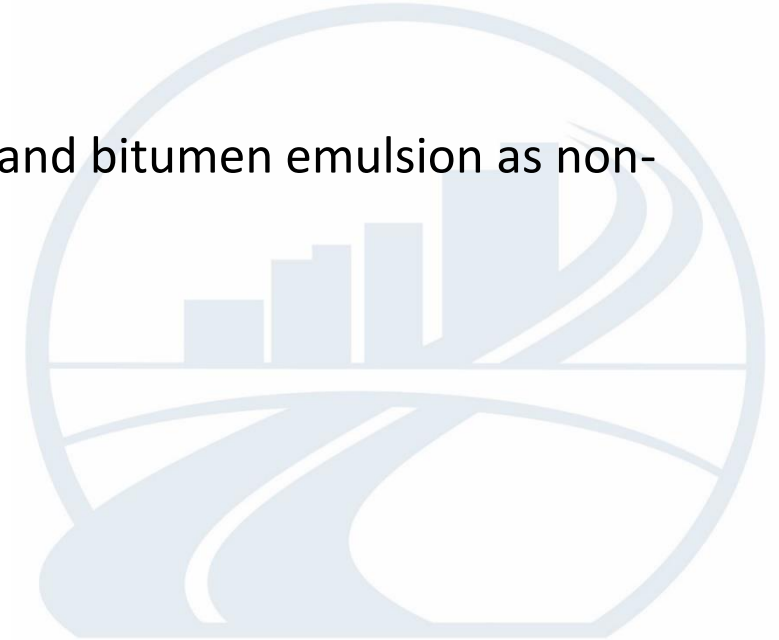
Currently the industry doesn't meet the regulations for transportation of hazardous substances. Two avenues available:

Worksafe

- Safe Work Instrument to meet the Hazardous Substance regulations, Part 16

EPA

- SDS from other jurisdictions accepted
- Classification of cut back bitumen containing adhesion agent and bitumen emulsion as non-hazardous substances



BPG 01 - Safe Handling of Bitumen

The Code of Practice is under going a review

- Code will be renamed BPG01 Best Practice Guideline
- Various working groups formed to undertake review
- E/2 calibration will change to only detail sprayer performance requirements
- Introduction of annual and triennial certification scheme for all vessels
- Introduction of design requirements for vessels less than 2000 litres



The way forward

As PCBU's we have legislative requirement to take all "reasonably practical steps"

- Partnership between RCA's and industry
- Industry compliance with regulatory framework
- Agree a transition time to implement a change
- Education/roadshow
- Best practice guideline for bitumen emulsion
- Ongoing research



COPTTM

Competency Framework

- General workers require Construct Safe Tier 1 competency assessment.
- TTM Workers will require Construct Safe Tier 2 competency assessment.
- Industry to issue guidelines on minimum level of competency required.
- STMS Level 1 to be COPTTM verified.

