

LFI: Petrol Spillage during Tanker Loading

- Petrol Splash onto Body of SPC -

1. What happened?
2. Why did it happen?
3. What were the learnings?

What happened?

Employee loading petrol into truck using dry-break coupling.

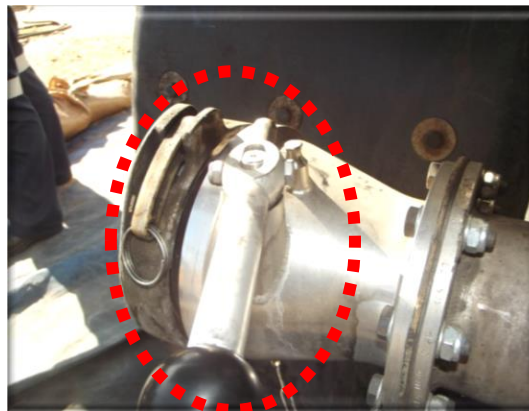
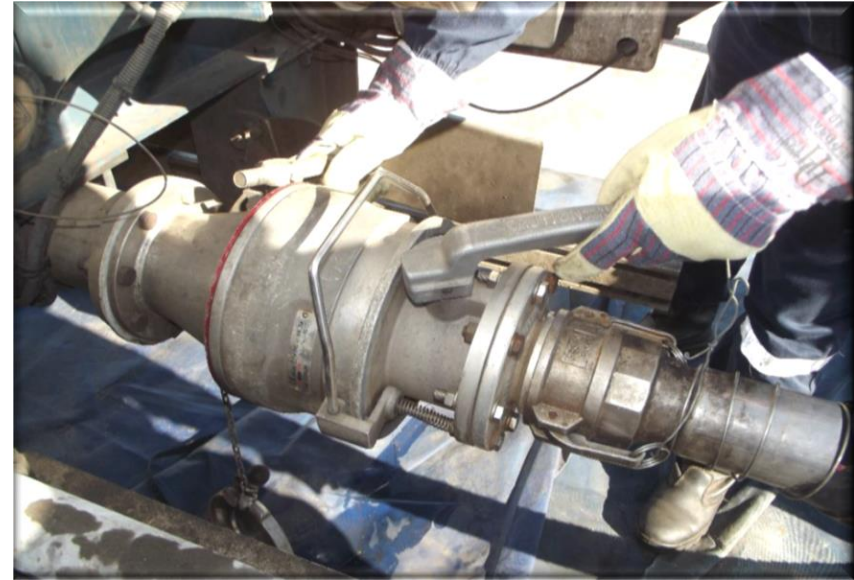
Valve of truck did not fully open and product released into the valve area.

When disconnecting the dry-break coupling, the product splashed over the employee's waist and thighs.

He reported a burning sensation on the skin, took a shower at the medical station and he felt better.

He went back to work. First-Aid Case.

Dry-break coupling assembly attached to truck



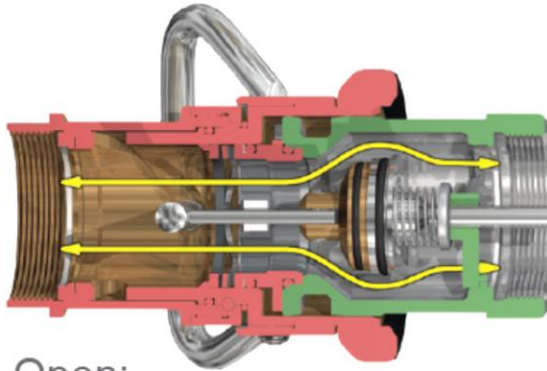
Truck side installation - coupler
location of safety pin



Plant side adapter

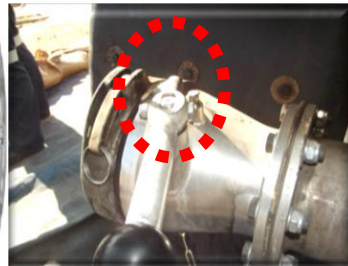
Why did it happen?

How It Works

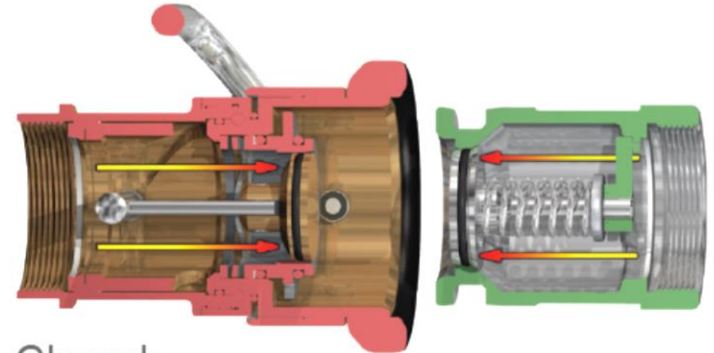


Open:

- Push and turn
it's coupled - full flow

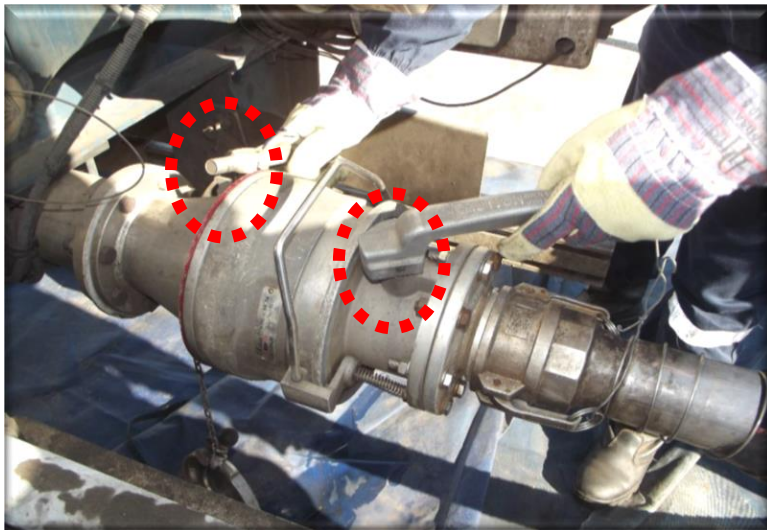


Truck-side valve closed lock pin

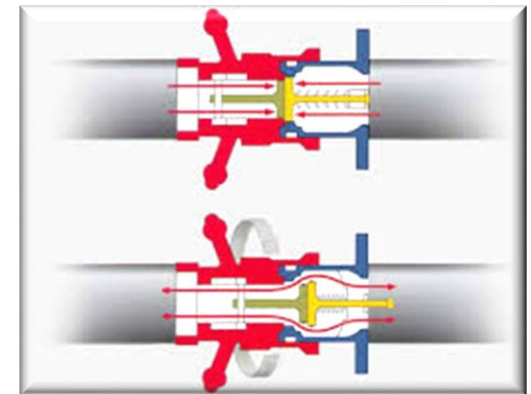


Closed:

- Turn and pull
it's released - no spillage



Dry break couplings have a specific operating methodology and deviation from that as a result of orientation, positioning – creates an LOPC hazard.



Why where the learnings?

- *Dry break couplings have a specific operating methodology and deviation from that as a result of orientation, positioning – creates an LOPC hazard.*
- Sequence of operator and truck driver actions are critical – truck driver must not lock valve in closed position when plant side adapter is not connected.
- *Important to know what NOT to do when operating a dry break coupling – by both the truck operator and the process controller.*
- Competency Certificate from Trucking Service Provider: Truck driver competent in loading and unloading operation of the road tanker.
- *Refresh training of all process controllers in loading and unloading of road tankers.*
- Task safety observations by Supervisor per SOP for all shifts.

