

# Guidelines for Safe Deliveries of Surface Dressing Bitumen Emulsion from Road Tanker to Sprayer

**If it is safe and environmentally viable to fill the sprayer, the Contractor should take note of the following points:**

At any geographical location, the Contractor has the responsibility of assessing the environmental and safety risks to ensure a safe delivery of filling the sprayer directly from the road tanker.

All potential sources of pollution/spillage must be identified.

A trained/fully briefed representative (Sprayer Driver / Operator or Supervisor etc.) of the Contractor must be on site.

All personnel must wear appropriate Personal Protection Equipment (PPE).

The public **MUST** be excluded from the unloading area to a minimum distance of 10m.

No filling is to take place in environmentally unsafe locations (e.g. Main roads in town centres, villages, market areas, and at least 50 metres from nearby rivers, canals, lakes or storm drains.) Consideration should be given to Sites of Special Scientific Interest etc. in the locality.

**THINK** – Will any spill whilst connecting, disconnecting or transferring binder be collectable?

The area for unloading must have the space available and be able to take the weight of the road tanker together with the weight of the binder.

A large articulated road tanker will almost certainly have a larger turning circle than that of a six or eight-wheel sprayer tanker. It might also be more difficult to reverse out of the unloading area onto the road successfully and safely. This operation will require the use of a banksman.

The area for unloading must avoid all manhole lids, drain covers and water courses, or lids, covers etc must be covered.

All contents gauges and dipsticks on the sprayer must be working correctly.

Contents gauges can be unreliable and if possible and safe to do so the tank should be dipped to ascertain that the delivery can be made safely.

All ladders together with walkways and safety rails must be working correctly. The operative must be instructed on the use of three points of contact with the walkway and safety rail.

The sprayer tanker **MUST** pump the binder from the road tanker using the sprayer vehicle pump system.

The road tanker driver **MUST NOT** pressure discharge to the sprayer.

The on/off switch for the sprayer bitumen pump must be clearly marked at ground level to enable an urgent stop for the pump should an emergency occur.

The road tanker driver **MUST** open the breather, to allow air into the road tanker to enable the sprayer tanker to pump binder from the road tanker, preventing any damage to the road tanker caused by the sucking (vacuum) effect of the pumping to spray tanker from road tanker.

All operatives and vehicles **MUST** be protected from surrounding vehicle movements.

If a spill should occur, bunds/covers **MUST** protect manholes, gullies, surface water drains, streams etc.

A drip tray **MUST** be used to collect any spillages that occur during connection, delivery and disconnection.

Emergency spill kits **MUST** be carried on each sprayer.

All operatives **MUST** be instructed on the use of the emergency spill response.

The sprayer driver / operator **MUST** have a suitable arrangement to ensure that their vehicle does not overflow.

Once the decision has been made to fill sprayers directly the sprayer driver / operator will:

Make note of any of the above, and make the road tanker driver aware of them.

Ensure the Client is notified of the intention, and request any relevant information relating to the geographical area.

Discuss discharge operation with road tanker driver.

**NEVER** leave the tankers during the filling procedure.

Use all round safety awareness (Check for any leakage at all connections).

Report any spillages to the Contractors Office immediately.