

To STUDY THE HEALTH SAFETY & ENVIRONMENTAL BEST PRACTICES FOR ROAD TRANSPORT OF PETROLEUM PRODUCTS

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ABSTRACT

This project is intended to present the Health, Safety & Environment Best Practices guidance to Health, Safety & Environment (HSE) Practices for the Management of the Health, Safety & Environment for the Road Transport of Petroleum Products. Oil Marketing companies have a very strong commitment to health, safety & Environment (HSE). There Goals are simply- No Accidents, No Harm to people and no damage to the Environment. Transporters as important Business Partners, have a critical role in the achievement of these goals. Throughout road transportation of petroleum products, motor vehicle accidents are one of the primary causes of injury to employees, contractors and third parties. Significant property damage, disruption of service and product spills also result. The HSE BPs

describe the guiding principles and management practices for Transporters to specifically focus on providing the right people, equipment and supportive environment so that the driver is an engaged, safe driver, making a difference on the road. The benefits that come from improved HSE performance include decreased costs and increased employee satisfaction.

1. INTRODUCTION

1.1. These Health, Safety and Environment Best Practices (HSE BPs), herein referred as “Best Practices (BPs)”, are guidance to Health, Safety and Environment (HSE) Practices for the Management of Health, Safety and Environment for the Road Transport of Petroleum Products and are produced with the efforts of various agencies like the Energy Regulatory Commission (ERC), the National Transport and Safety Authority (NTSA), National Environment Management Authority (NEMA), Directorate of Occupational Safety and Health Services (DOSHS) and the Oil Industry in Kenya.

1.2. Oil Marketing Companies have a very strong commitment to Health, Safety, and Environment (HSE).

1.3. OMCs goals in HSE are simply stated – no accidents, no harm to people, no damage to the environment.

1.4. Transporters as important business partners, have a critical role in the achievement of these goals.

1.5. Throughout road transportation of petroleum products, motor vehicle accidents are one of the primary causes of injury to employees, contractors and third parties.

1.6. Significant property damage, disruption of service and product spills also result.

1.7. The HSE BPs describe the guiding principles and management practices for Transporters to specifically focus on providing the right people, equipment and supportive environment so that the driver is an engaged, safe driver, making a difference on the road.

1.8. The benefits that come from improved HSE performance include decreased costs and increased employee satisfaction.



2. OBJECTIVES

- The HSE BPs on Road Transport is a guidance document describing a comprehensive Transporter HSE Management Program for Fleet Operations
- To analyze the effectiveness of this study.

3. METHODOLOGY

RESEARCH USED MIXED METHODS FOR PREPARING GUIDANCE FROM VARIOUS STAKEHOLDERS IN THE PETROLEUM INDUSTRY. THE STAKEHOLDERS WERE ENGAGED VIA FOCUS GROUP DISCUSSIONS AND SEMI STRUCTURED INTERVEIWS.

4. RESULTS AND DISCUSSIONS

SUMMARY OF PROJECT

- The detailed study of HSE Best Practices for Road Transport of Petroleum Products has not only proven but highlighted the fact that Road Accidents related to Hydrocarbon Product tankers can be drastically reduced if proper and Systematic Training of Drivers is achieved and becomes a regular and periodic feature of this industry.
- Only by attention to improved health and safety management and the promotion of a safety culture throughout the sector will the accident rate among Hazardous Goods drivers be reduced. Road risk needs to be integrated into health and safety management and health and safety management needs to be integrated into general management.

5. CONCLUSIONS & RECOMMENDATIONS

- **When accidents happen, it is important that employers learn as much from them as possible. As part of risk assessment to define a prevention strategy, all occupational Dangerous Goods road accidents which have occurred in the course of the past years should be analyzed. Such an analysis should include looking at material damage, physical injuries, preventive measures implemented and any direct or indirect costs. All work accidents and ‘near-misses’, including road traffic accidents, should be reported by drivers and investigated and the prevention strategy modified if shown to be necessary.**
- **For the company, activity to improve the safety and health of its drivers is profitable: a reduction in material accidents, expenditure on fuel and wear of vehicles and especially a reduction in accidents to people with serious consequences. The company stands to gain in both productivity and quality. In addition, associated with the saving in fuel and reduction in accidents, improved occupational road safety is related to the concept of sustainable development.**

- **Accidents involving Petroleum Product transportation accidents make a significant contribution to the overall numbers of road accidents and the severity of outcome. This underlines the continuing need for the various sectors involved in road safety to work together to gain a clear understanding of the issues, set objectives and determine coordinated strategies for action**
- **Finally concept of ADR should be implemented globally for a uniform code of conduct for dangerous goods transportation worldwide.**

REFERENCES

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- 6.3. OSHA 2007
- 6.4. Chevron Corporation – Road Transport Safety Management Plan
- 6.5. Shell Global – Haulier Standards
- 6.6. BP – Road Transportation Management Guidelines
- 6.7. Exxon Mobil – Vehicle Safety Management Guidelines
- 6.8. Total – Patrom Hydrocarbons Management System
- 6.9. ADR - European Agreement Concerning the International Carriage of Dangerous Goods by Road
- 6.10. Kenya Standards:
- 6.11. KS 2180 – Petroleum Road Tanker Standard
- 6.12. KS 2223 – LPG Road Tanker Standard
- 6.13. KS 2270 – LPG Road Tanker Accessories Standard
- 6.14. UN Recommendations on the Transport of Dangerous Goods - Model Regulations Seventeenth Edition, 2011