“Walk the Talk”

Truck Reception, Unloading and Departure
Site Responsibilities

- Truck Arrival
- Unloading of Chemicals
- Truck Departure
- Processing
- Maintenance
- Warehousing of Products
- Waste

Version 2015
Arrival of Chemicals

Any drivers entering a site (especially first time), need the following:

- To be informed on site access requirements
- To be made familiar with safety rules, emergency facilities and site lay-out
  Note: Drivers might not speak the local language
- To be assisted, as a rule, by an experienced site operator until departure
- All necessary PPE and emergency equipment should be available for unloading operations
- Whenever the driver leaves his vehicle, he should wear the minimum required PPE

Under current legislation the plant - or site - manager may be held responsible for a driver’s personal safety and any environmental damage
Criteria for Discharge facilities

The TDI / MDI discharging operation is potentially hazardous. Consideration must be given to the potential hazards associated with TDI and MDI, so it is important that discharge facilities are:

- suitably located
- correctly designed and constructed
- properly used and maintained
- regularly checked for the maintenance of the standards set
Discharge Method

The preferred discharge method for MDI / TDI is by customer liquid pump and vapour return, with dedicated hoses owned by the customer.
Support from ISOPA (www.isopa.org)

The following options are available:

► For Users of Chemicals

- Guidelines for Safe Loading / Unloading / Transportation / Storage of MDI and TDI in Bulk
- Design and handling of Intermediate Bulk Containers
- Guidelines for Safe Loading / Unloading / Transportation / Storage of Packaged TDI & MDI
- MDI / TDI Discharge and Storage Assessments (for bulk deliveries) by trained assessors

► For Logistics Service Providers

- Certified ISOPA driver training
Support from Cefic
The following options are available:

► Transperanto
  “Translation” aid to help communication between drivers and site personnel
  • Available via www.transperanto.org

► For Logistics Service Providers
  • SQAS assessment schemes such as Transport Service, Rail
    • Available via www.sqas.org
  • Best Practice for safe (un)loading of Road Freight Vehicles Guidelines
    • Available via www.cefic.org
Disclaimer

While ISOPA and its members make every effort to present accurate and reliable information in utmost good faith on the basis of the best information currently available, it is to be relied upon at the user’s own risk. No representations or warranties are made with regard to its completeness, accuracy or reliability and no liability will be accepted by ISOPA nor any company participating in ISOPA for damages of any nature whatsoever resulting from the use of or reliance on the information.
ISOPA PRODUCT STEWARDSHIP PROGRAMMES

“Walk the Talk”

Truck Reception, Unloading and Departure

Version 2015

SLIDE

The following slides apply to both MDI and TDI transported in bulk.
Site Responsibilities

Truck Arrival

Unloading of Chemicals

Processing
Maintenance
Warehousing of Products
Waste

Truck Departure

SLIDE

Truck drivers are a site responsibility from the moment they arrive until they leave the premises.
Arrival of Chemicals

Any drivers entering a site (especially first time), need the following:

- To be informed on site access requirements
- To be made familiar with safety rules, emergency facilities and site lay-out
  Note: Drivers might not speak the local language
- To be assisted, as a rule, by an experienced site operator until departure
- All necessary PPE and emergency equipment should be available for unloading operations
- Whenever the driver leaves his vehicle, he should wear the minimum required PPE

Under current legislation the plant - or site - manager may be held responsible for a driver’s personal safety and any environmental damage

SLIDE

Any drivers entering a site (especially first time)

As soon as the driver reports at the gate he should be made aware of the site safety procedures in particular routing and alarms and where to report on site to be assisted during unloading.

The driver should be shown the safety and emergency facilities. This may include specific local regulatory requirements.

Bulk chemicals

If applicable, the driver is responsible for making the connections to his road tanker or tank container whereas the site operator is responsible for connections to the storage tank.

Packaged chemicals (e.g. drum / IBC)

As a general rule the driver should give free access to his vehicle in order for the forklift truck (FLT) driver to safely unload the packaged chemicals.
Criteria for Discharge facilities

The TDI / MDI discharging operation is potentially hazardous. Consideration must be given to the potential hazards associated with TDI and MDI, so it is important that discharge facilities are:

- suitably located
- correctly designed and constructed
- properly used and maintained
- regularly checked for the maintenance of the standards set
Discharge Method

The preferred discharge method for MDI / TDI is by customer liquid pump and vapour return, with dedicated hoses owned by the customer.
Support from ISOPA (www.isopa.org)
The following options are available:

► For Users of Chemicals
  ▪ Guidelines for Safe Loading / Unloading / Transportation / Storage of MDI and TDI in Bulk
  ▪ Design and handling of Intermediate Bulk Containers
  ▪ Guidelines for Safe Loading / Unloading / Transportation / Storage of Packaged TDI & MDI
  ▪ MDI / TDI Discharge and Storage Assessments (for bulk deliveries) by trained assessors

► For Logistics Service Providers
  ▪ Certified ISOPA driver training

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SLIDE

Guidelines:
Guidelines can be found on the ISOPA website:
www.isopa.org ==> Product Stewardship ==> Logistics ==> guidelines

Storage Assessment:
The ISOPA assessment scheme serves to support users of diisocyanates to evaluate their bulk unloading facilities. The scheme is focused on bulk-specific technical safety standards. Assessments are carried out by expert ISOPA member assessors.

Driver Training:
The driver training package can be found on the ISOPA website:
www.isopa.org ==> Product Stewardship ==> logistics ==> driver training for carriers
The package is available in many languages.
Support from Cefic
The following options are available:

► Transperanto
   “Translation” aid to help communication between drivers and site personnel
   - Available via www.transperanto.org

► For Logistics Service Providers
   - SQAS assessment schemes such as Transport Service, Rail
     - Available via www.sqas.org
   - Best Practice for safe (un)loading of Road Freight Vehicles Guidelines
     - Available via www.cefic.org

SLIDE

The term "Transperanto" is derived from the words transport, transparency and esperanto. Transperanto has been developed by Cefic (European Chemical Industry Council) in cooperation with ECTA European Chemical Transport Association. Transperanto is a toolbox, containing key safety related words and phrases, translated in 26 European languages. Transperanto focuses on communication between drivers and site personnel.

SQAS (Safety & Quality Assessment System) is a system to evaluate the quality, safety, security and environmental performance of Logistics Service Providers (LSPs) and Chemical Distributors in a uniform manner by single standardised assessments carried out by independent assessors using a standard questionnaire. An SQAS assessment does not lead to a certificate but offers a detailed factual report which each chemical company needs to evaluate according to its own requirements.

Behaviour Based Safety (BBS)

Best Practice for safe (un)loading of Road Freight Vehicles Guidelines

These CEFIC/ECTA/FECC Guidelines offer best practice guidance regarding the safety of loading and unloading operations of road freight vehicles from a technical, behavioural and organizational point of view.

Guidelines for training of drivers and safe driving of road freight vehicles

These guidelines are intended to outline ways and means of how to improve the safety performance of road transport companies through the application of BBS whilst also complying with the requirements of the European Directive 2003/59/EC on driver training.
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