

FUEL TANKER TRUCKS, ROLLOVER ACCIDENTS

1424. Hon. C.L. Edwardes to the Minister for State Development

I refer the Minister to rollover accidents in the metropolitan area involving fuel tanker trucks and ask -

- (a) how many tanker trailer rollovers or serious incidents, at roundabouts and/or intersections, have been reported to WorkSafe, since February 2001 and will the Minister list all reported accidents;
- (b) have these accidents been investigated by WorkSafe;
- (c) for each of these accidents occurring at a roundabout, was an inspection carried out of the baffling of the tanker trailer;
- (d) if not, what inspections were carried out;
- (e) was any tilt testing carried out on the tanker trailers to assess their stability and road safety;
- (f) were these tests conducted with the tanker trailer full or empty;
- (g) if no tests were conducted, why not;
- (h) was any measurement taken of the load displacement of the tanker trailers involved in the rollover accidents;
- (i) was any stability testing conducted with similar tanker trailers and similar load displacements; and
- (j) what action is WorkSafe taking to reduce the likelihood of further accidents of this type?

Mr C.M. BROWN replied:

I am advised:

- a) The Dangerous Goods (Transport) (Road and Rail) Regulations 1999 is administered by the Department of Industry and Resources (DoIR) through the Safety Health and Environment Division (SHED) and not by WorkSafe WA. Since February 2001, there have been 3 tanker trailer rollovers at either roundabouts or intersections. 2 have been in the metropolitan area with the 3rd being in Kalgoorlie. In 2001, there was a fuel tanker rollover at an intersection in Malaga – in 2002, there was an acid tanker rollover at the Boulder roundabout in Kalgoorlie – and recently there was a Petroleum Crude Oil tanker rollover in Canning Vale.
- b) The accidents were investigated by DoIR; in particular, the Dangerous Goods Safety Branch of the Safety Health and Environment Division investigates all reported accidents involving dangerous goods and maintains a register of these accidents.
- c) All bulk dangerous goods vehicles require licensing and as part of the licensing regime, the tanker design must conform to the specifications as outlined in the Australian Standard - Road Tank Vehicles for Dangerous Goods, AS2809 prior to operating in WA. The requirements and specifications for baffling, rollover protection etc are contained in AS2809.
- d) Not applicable.
- e) No. This is not necessary as stability requirements are specified in AS2809 and the Australian Dangerous Goods Code 6th Edition, and the tanker trailers are manufactured to these specifications and verified prior to licensing for Bulk Dangerous Goods transport.
- f) See (e)
- g) See (e)
- h) The amount of product loaded into each compartment of a tanker trailer is checked to ensure compliance with prescribed ullage requirements were maintained.
- i) See (h)
- j) Investigations by the Dangerous Goods Safety Branch have revealed full compliance with all tanker design requirements. The first two accidents can be attributed to driver error, whilst the most recent accident is still under investigation. DoIR makes every effort to prevent future accidents.