TRANSPORT - Cement tanker remaining partially pressurised after delivery

WHAT HAPPENED

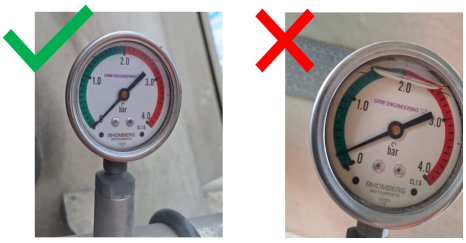
A contractor who delivers bulk cement reported how one of their drivers returned to another of their customer sites to load and realised that the tanker was still partially pressurised.

Whilst this is not a common occurrence, it also isn't an isolated incident and can result in a tank rupture, particularly when there may be a weak spot on the tank. The image below is an example of how a tank with a weak weld ruptured in 2020.



LEARNING POINTS / ACTIONS TAKEN

HOW COULD THIS HAVE BEEN AVOIDED



- Drivers must ensure tanks are fully de-pressurised after discharge by checking the pressure gauge returns to zero.
- Never drive a vehicle with a tank that still has pressure in it
- Never leave a site while a tank still has pressure in it
- Always check the saunders valve (a.k.a dump valve or daisy wheel) is fully open when finished and leave it open.
- Always check the saunders valve is fully open and tank depressurised before opening any lids to load.

KEY REVIEW POINTS

- Ensure drivers always wear full PPE, including gloves and close-fitting safety goggles when loading and discharging.
- If a tank is taking a long time to de-pressurise, the driver must wait; there are no exceptions.
- Report any defects as soon as possible.

LOCATION:	**READYMIX OR MORTAR PLANT**	**ALERT STATUS:**	**High Potential**
ACTIVITY:	**TRANSPORT & LOGISTICS / DELIVERY**	**DATE ISSUED:**	**23/07/2024 12:52:33**
SUB ACTIVITY:	**DELIVERING CEMENT**	**INCIDENT No:**	**03727**