

Safe Container unloading procedures, an obligation or not important?

Introduction on how to perform risk assessment on inbound cargo – upstream approach – root cause analysis

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INTRODUCTION

- Cf. Session last year
 - Downstream risk assessment is possible
 - Follow up by selective and nonselective measurements is feasible
- Not really possible to solve the problem



GOALS

ROOT CAUSE ANALYSIS

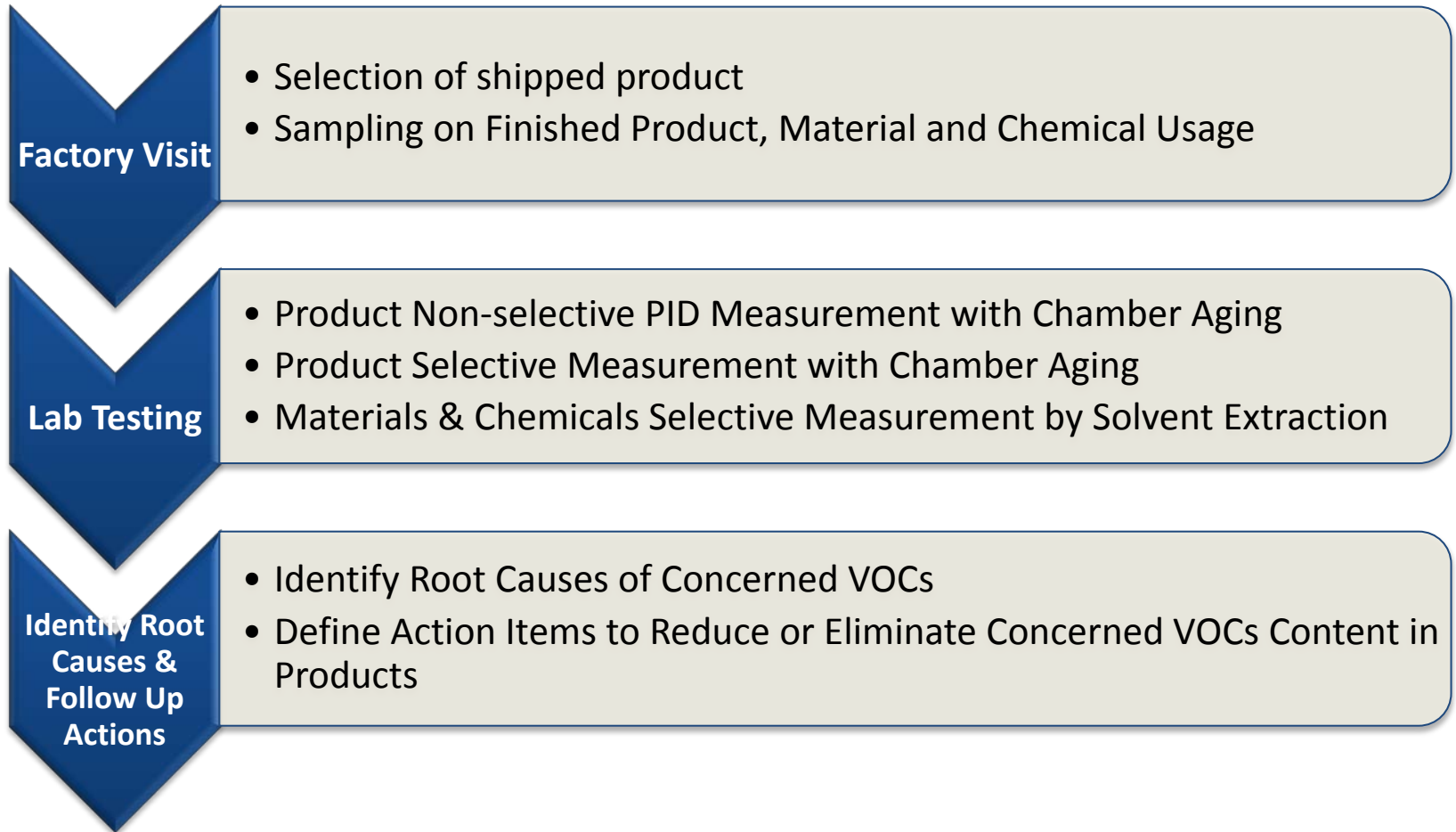
1. Which chemicals of concern are present in different parts of the produced goods
2. Identify the high risk chemicals compared with downstream measurements
3. Define action items to reduce or eliminate VOC content in products

PREDECTIVE ANALYTICS

1. Correlate Upstream & Downstream nonselective and -selective measurement Results
2. Set up an upstream limit value → decision chart if cargo can leave the factory



Root Cause Analysis Procedure



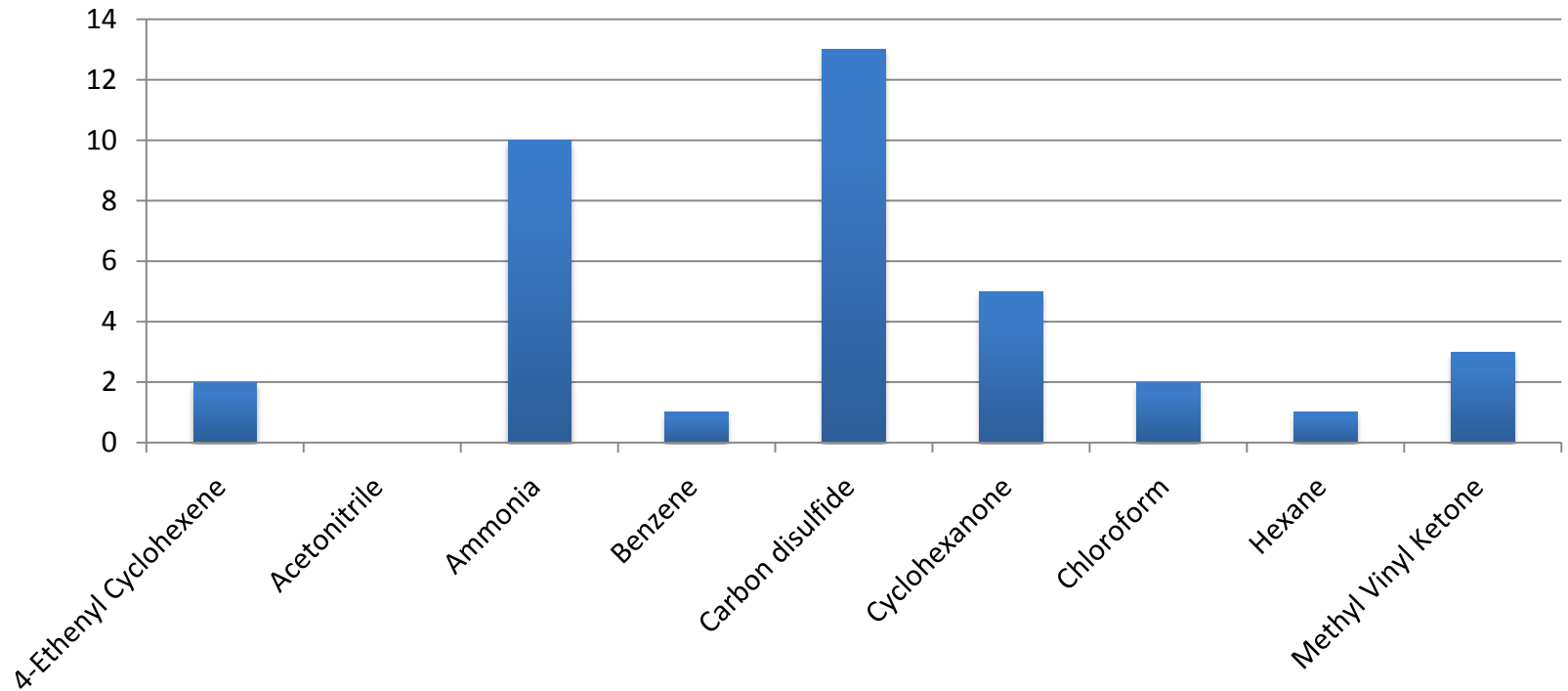
Root Cause Analysis – Upstream Statistics

| Concerned VOCs | Range (mg/m ³) | No. of Goods at high risk |
|-----------------------|----------------------------|---------------------------|
| 4-Ethenyl Cyclohexene | 0.3864 – 2.7517 | 2 |
| Acetonitrile | 0.282 – 3.61 | 0 |
| Ammonia | 22.83 - 1167 | 10 |
| Benzene | 0.8050 | 1 |
| Carbon disulfide | 1.71 – 23.285 | 13 |
| Cyclohexanone | 11.98 – 30.65 | 5 |
| Chloroform | 7.73 – 18.28 | 2 |
| Hexane | 18.68 | 1 |
| Methyl Vinyl Ketone | 0.15 - 1.68 | 3 |



Root Cause Analysis – Upstream Statistics

No. of Goods at high risk



Root Cause Analysis – components

| Components / Chemicals | Identified Concerned VOCs | Concentration (mg/kg) |
|------------------------|---|-----------------------------------|
| Component 1 | Carbon Disulfide 4-Ethenyl Cyclohexene | 5.91 – 35.5 0.88 – 1.01 |
| Component 2 | Carbon Disulfide | 2.52 |
| Component 3 | Chloroform | 303 - 1457 |
| Solvent 1 | Cyclohexanone | 513 |
| Solvent 2 | Cyclohexanone | Declared to contain cyclohexanone |
| Component 4 | Ammonia | 15 – 112 |
| Component 5 | Ammonia | 4.91 – 82.5 |



Upstream & Downstream Predictive Analytics

Upstream Lab Testing

- Product Non-selective PID Measurement with Chamber Aging
- Product Selective Measurement with Chamber Aging

Downstream Container Testing

- Container Non-selective PID Measurement
- Container Selective Measurement

Set Up Factory Upstream Limit Value

- Correlate Upstream & Downstream PID and Selective Measurement Results
- Set Up Upstream Factory Limit Value by Downstream Safe Container Unloading (SCU) Limit Value using Predictive Formula

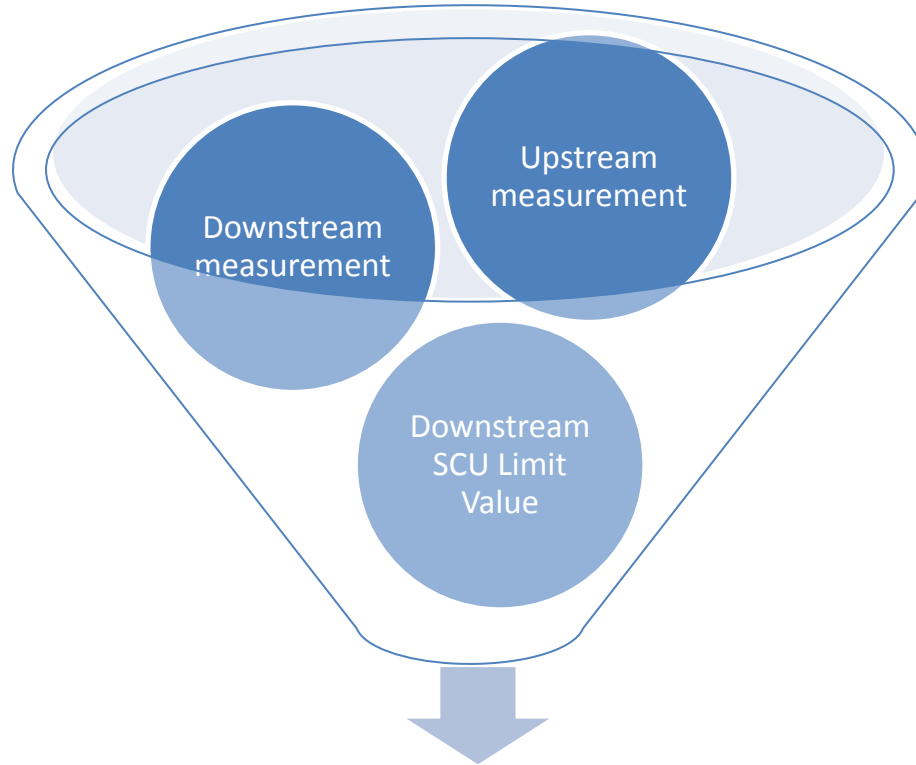


Upstream & Downstream Testing Results

| Concerned VOCs | Cas No. | Downstream Container LV (mg/m3) | Upstream | Downstream |
|-----------------------|-----------|---------------------------------------|---|---|
| | | | Chamber Results, Concentration (mg/m3) | Container Results, Concentration (mg/m3) |
| 4-Ethenyl cyclohexene | 100-40-3 | 0.45 | 0.043 | ND |
| Acetonitrile | 75-05-8 | 34.00 | ND | ND |
| Ammonia | 7664-41-7 | 14.00 | ND | ND |
| Benzene | 71-43-2 | 3.25 | 0.037 | ND |
| CS2 | 75-15-0 | 3.16 | ND | ND |
| Cyclohexanone | 108-94-1 | 40.80 | 15.7 | 11.4 |
| Hexane | 110-54-3 | 72.00 | 0.683 | 0.015 |
| Methyl vinyl ketone | 78-94-4 | 0.58 | ND | ND |
| Trichloromethane | 67-66-3 | 10.00 | 0.205 | ND |
| PID Results | | | TVOC: 40 | TVOC: 0.9 |



Predictive analytics



Upstream – Downstream
predictive analytics



Upstream PRODUCT
PID limit value

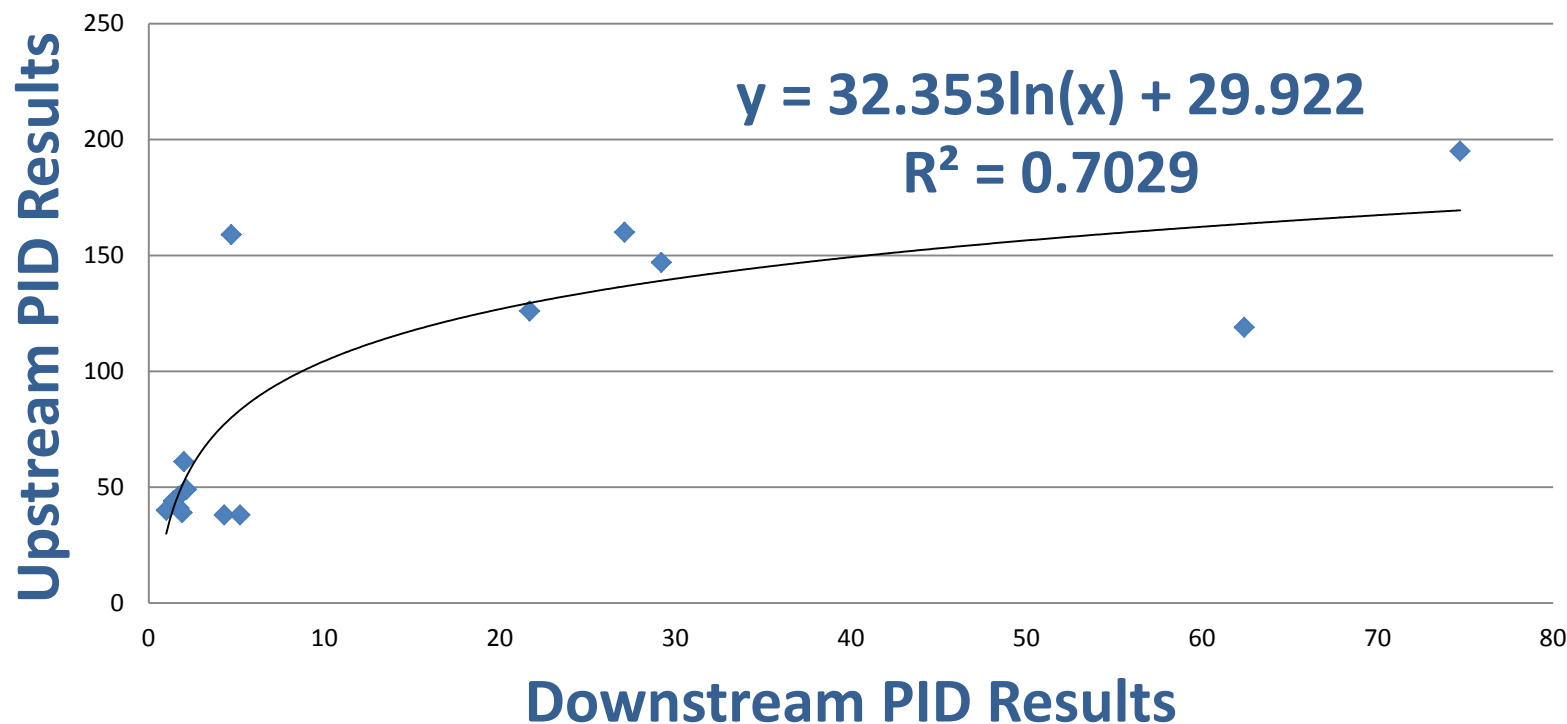




Predictive analytics

- Formula – algorithm to set SITE/PRODUCT limit value

Upstream & Downstream PID Correlation



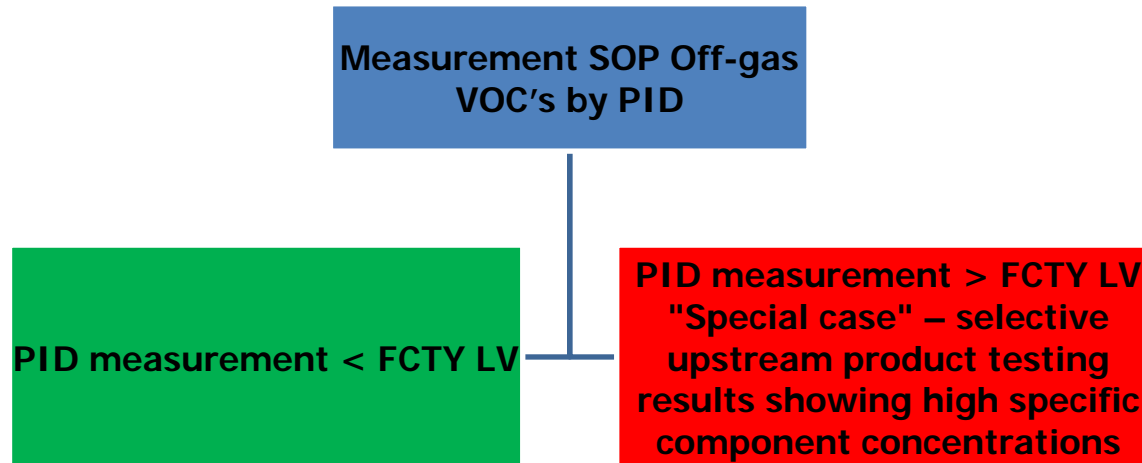


Predictive analytics

- Formula – algorithm to set SITE/PRODUCT limit value

$$\text{Upstream PID LV} = 32,353 \ln(\text{Downstream PID LV}) + 29,922$$

- A clear procedure



Safe for shipment

Not safe for shipment – actions required





Predictive analytics – results (1)

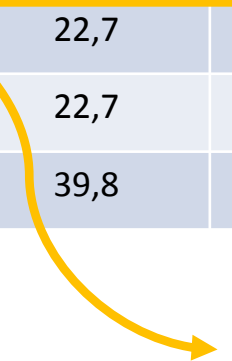
| PRODUCT | Downstream PID Limit value (ppm) | Measured PID | Conclusion | Upstream PID Limit value (ppm) | Measured PID | Conclusion |
|---------|--|--------------|------------|--------------------------------------|-----------------|------------|
| 1 | 43,3 | 5,2 | | 151,8 | 38 | |
| 2 | 23,0 | 1,4 | | 131,6 | 49 | |
| 3 | 23,0 | 1,4 | | 131,6 | 44 | |
| 4 | 23,0 | 1,9 | | 131,6 | 39 | |
| 5 | 6,8 | 1,73 | | 91,9 | 41 | |
| 6 | 6,8 | 1,1 | | 91,9 | 40 | |
| 7 | 24,8 | 2,00 | | 134,0 | 61 | |
| 8 | 39,8 | 21,7 | | 149,0 | 126 | |





Predictive analytics – results (2)

| FCTY/ STYLE | Down- stream PID Limit value (ppm) | Measured PID | Conclusion | Upstream PID Limit value (ppm) | Measured PID | Conclusion |
|----------------|---|--------------|------------|--------------------------------------|-----------------|------------|
| 9 | 84,5 | 29,2 | Green | 173,0 | 147 | Green |
| 10 | 84,5 | 62,4 | Green | 173,0 | 119 | Green |
| 11 | 17,3 | 27,1 | Red | 122,0 | 160,0 | Red |
| 12 | 17,3 | 4,7 | Green | 122,0 | 159,0 | Red |
| 13 | 22,7 | 1,7 | Green | 131,0 | 46,0 | Green |
| 14 | 22,7 | 4,3 | Green | 131,0 | 38,0 | Green |
| 15 | 39,8 | 74,7 | Red | 149,0 | 195,0 | Red |



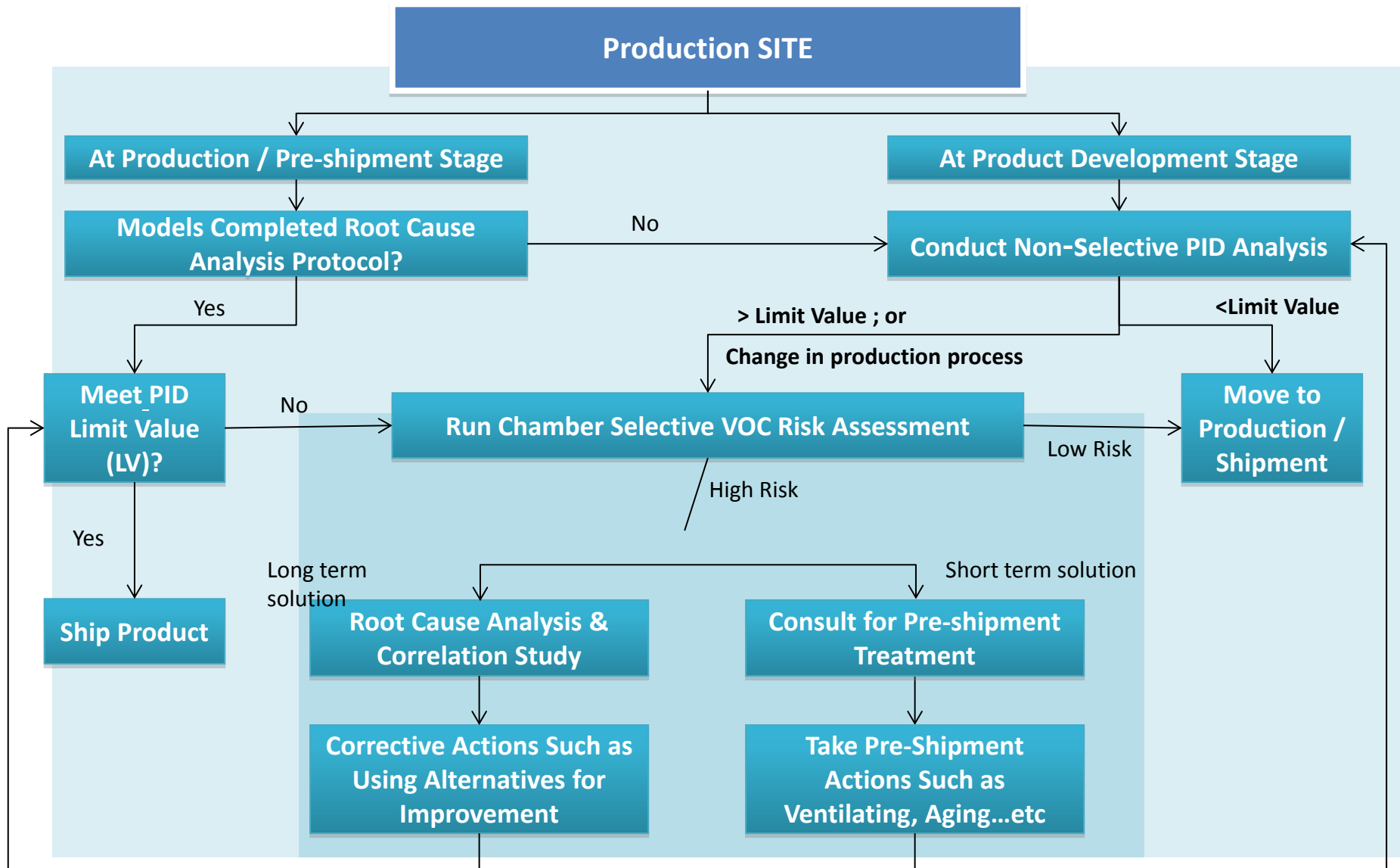
False positive → conservative



CONCLUSION

- Root cause analysis can identify chemicals of concern → replacement advice can be given at R&D level → workers exposure at production site will decrease
- Predictive analytics can provide clear upstream limit values and can be used prior to shipment → less problems at unloading site





DISCUSSION & NEXT STEPS

- Information necessary to improve the predictive analytics:
 - Product chamber test results
 - Downstream related product results
- Changes of chemicals/products used need to be identified in the development stage NOT in the production stage.
- Information needed from the production sites:
 - Dates and shipment detail of upstream tested products
 - Communicate results of the upstream measurement results



DISCUSSION & NEXT STEPS

- Information needed from the suppliers
 - Technical and Safety data sheet to perform a modelled SCU risk assessment → conclusion: good for improvement or not good enough as an improvement
- What are the production sites receiving
 - Updated limit values for container air prior to shipment
 - Updated Risk Assessment files



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Thank you for your attention



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