BIDDLEVERWAY TRANSPORTATION INC.

Safety information for Hazardous chemicals to be transported.

The number of chemicals: - We will be transporting seven (7) types of hazardous Chemicals.

Types of chemicals along with the MSDS sheet: -

1- Barite/ Cement

2- Sodium Chloride

3- Sodium Bromide

4- Methanol

5- Xylene

6- Corrosion Inhibitor

7- Demulsifier

8- MEG

9- RX-5254

10- Diesel

Please see attached for MSDS sheets

How the chemicals will be transported from the beginning (Ports) to the point of delivery:

Dust Chemicals are being loading on the trailers by the forklift, covered with tarpaulin secured and then strap down with 2" straps and Rachets before leaving the port. Thereafter with trucks will be heading to its drop off destination. (Schlumberger, Halliburton etc.)

Liquid Chemicals (Methanol, Xylene, Corrosion Inhibitor, Demulsifier) are stored in 275 to 330 gallons rigid plastic 45 inches long by 45 inches wide cubed shaped totes, protected by aluminum cage for transportation on vehicles. All aluminum totes are loaded two containers wide by 18 containers long and protected by metal barriers on the outer retainer securement rails. This reduces the possibility of movement and displacement of the totes during transportation.

Type of containers to be used for transportation of chemicals: -

1- 1.5 -2 Tons sack bags

2- IBC container (totes aluminum containers. (275 to 330 gallons)

All liquid material will be transported in totes(IBC containers with 275 to 330 glns capacity) these include the following list of materials

- Methanol

- Xylene
- Corrosion Inhibitor
- Demulsifier
- MEG
- RX-5254
- Diesel

1.5 -2 Tons sack bags

The following materials will be transported in sacks made of polyethylene material and re-enforced straps joining at the bottom, side and upper portion for lifting.

Intermediate Bulk Containers (IBCs) are used throughout the manufacturing and logistics world to transport large quantities of material in an efficient manner. These **IBC totes were first used in 1992** as an alternative to the 200-liter (55-gallon) drums that were the primary bulk storage solution at the time. Since then, these containers quickly evolved to become the primary means of transportation and delivery for companies worldwide.

IBC sizes range from 110 to 550 gallons with base dimensions that are roughly standardized to 45 inches long by 45 inches wide. This base size is set to align with the standard size of pallets, allowing these containers to be easily transported together with other logistics shipments. The height will vary with each container based on the specific IBC volume of construction. The most common sizes are 275 gallons and 330 gallons due to their even division into 55-gallon drums, which is the next standard size down for bulk material storage. Each IBC is also designed for forklift or pallet jack access with 2-way, 3-way, or 4-way mobility access.

- **Rigid Plastic IBC** – Constructed from a variety of plastics, these containers cannot be collapsed and maintain their form factor at all times.

The **International Organization for Standards (ISO)** defines an intermediate bulk container as primary packaging that meets the **following criteria**:

- Has a capacity of 3 cubic meters (3000 liters) or less
- Can be handled mechanically with or without integral or detachable devices
- Contains liquid, pastes, or solids
- Is resistant to the stresses common during handling and transport

These regulatory guidelines do not define a lower limit for size, but the ISO does note that IBCs smaller than 0.25 cubic meters (250 liters) are rare and may require specific tests to determine suitability. An IBC can be used as a returnable vessel and refilled multiple times or designed as a single-use container to be disposed of after transport of the enclosed material is completed. An IBC may also contain a liner that acts as a protective layer between the transported material and the outer wall of the IBC.

It should also be noted that these definitions pertain to IBCs that are used to transport non-hazardous materials. There are additional regulations for **hazardous materials** that are subject to additional scrutiny regarding the integrity and safety of the IBC totes.

When it comes to transporting liquids, few containers are as effective as the IBC tote. These reliable containers are designed specifically for storing and transporting liquids, including flammable or hazardous materials. They're easy to use, cost efficient and take up less space than plastic drums. If your facility uses IBC totes, keep these tips in mind to keep your liquids safe.

ADDITIONAL SAFETY PRECAUTIONS

- *Perfect Container for hazardous Liquids*

- Made with a special lining, IBC totes are your best bet when it comes to moving and storing flammable liquids. When transporting hazardous liquids in a chemical tote, you won't have to worry about a container that rolls around, creating the potential for exploding the entire shipment. IBC totes have a cube shape that keeps them firmly rooted in one place for more peace of mind. *Inspect Beforehand*

Drivers and porters will inspect the container before loading onto trailers. Be on the lookout for tiny imperfections such as holes, scrapes, missing labels and debris from shipment.

- ***Keep It Secure***

As easy as moving one of these totes can be, every tote is different. Some of these containers might throw you for a loop, so safety and health emphasis will be placed on the container's safe handling instructions. Standard operational procedure will be utilized to lift these totes from the bottom using a pallet, being careful when operating a forklift to make sure that the forklift forks don't accidentally puncture the plastic coating.

See Attached Document on Sack and totes materials etc.

Carrying capacity of the transport vehicles: -

18 bags of barite/ Cement (Depending on the weights of chemical 1,5 ton)

Transportation of Diesel

All hauler vehicles transporting diesel will be from the fleet mentioned below. The 40 feet high bed trailers will be used to transport diesel in portable diesel tank is constructed of high quality polyethylene material, capable of handling changing weather conditions, and resist UV radiation. Upper lids lockable by a copper lock that guards against theft and makes sure the security of operation. The thickness is 6mm, and the thickest part can reach 12 mm. the capacity of the tank is 116 gallons.(see attached manual and pictures). All trailers are equipped with retainer bars located along the side, front and rear

of the trailers. Additional restraints in the form of polyethylene 3, 4 and 6 inches straps are use to secure all loads before transportation commences. Materials are covered by tarpaulin to prevent dust exposure when required.

CONTROL SAFETY MEASURES TO BE APPLIED IN CASES OF LEAKS ON TOTES DURING TRANSPORTATION

The following safety measures will be applied to the chemicals listed below if a container(tote) has developed a leak or accidentally discharging chemicals during transportation.

- Methanol
- Xylene
- Corrosion Inhibitor
- Demulsifier
- MEG
- RX-5254
- Diesel

1. Emergency signals - stop commercial vehicles. Flashing warning lights shall be used whenever a commercial vehicle is stopped on a travel portion of the roadway for any stop other than a necessary traffic stop. The driver shall immediately activate the hazard emergency lights and keep same active until the emergency has ceased.
2. Placement of warning devices. Whenever a commercial vehicle stops on a roadway or highway for any other stop other than a necessary traffic stop, the driver shall immediately place warning to the front and rear of the vehicle. One (1) warning device on the traffic side of the vehicle facing the direction of the approaching traffic. One (1) warning sign 30 meters or 100 feet from the center of the traffic roadway or shoulder occupied by the commercial vehicle.

MITIGATION CONTROLS

In event of leakage and spillage of hazardous material on the roadway during transportation, every available effort shall be made to prevent the contents from spilling onto the roadway, drains, sewers, and environment. Also the safe containment and disposal of the leaking material.

These may be return to the place of pickup, or if not possible due to its harmful content, the leaking cargo shall be removed to the shoulder of the roadway or a safe uninhabited area. The spread of the leaking material over a wide area can be prevented by the following:

- **Digging trenches to contain the chemical**
- **Diverting the chemical from the drains and trenches/waterways**
- **Catching the contents in containers available on the vehicles. This will be part of the emergency equipment on all vehicles**

- Smoking or other flames shall be strictly forbidden around the leaking containers and vehicle.
- Spill clean up kits shall be utilized immediately by our team of trained and experience driver and porters.
- Immediately inform Biddle/Verway Transportation Inc safety personnel and emergencies services.
- In cases where the contents can become airborne hazard, measurers will be immediately implemented to reduce exposure to the environment by the following: try to reduce the contents from becoming airborne with covering material to reduce its exposure into the environment.
- The containment unit must underlie the containers, and must be free of cracks or gaps, and be sufficiently impervious to contain leaks, spills, and accumulated precipitation.
- The containment system (containers for spills/leaks etc) will have sufficient capacity to contain 10% of the volume of containers or the volume of the largest container, whichever is greater.
- The base of the containment unit must be sloped or designed to drain and remove liquids resulting from leaks, spills or precipitation unless the containers are elevated or otherwise protected from contact with accumulated liquids.

All of the above safety control methods are in compliance of 49 CFR part 392 Subpart C Regulations, United States of America.

IBC Totes durability.

Intermediate bulk container or IBC means a rigid or flexible portable packaging, other than a cylinder or portable tank, which is designed for mechanical handling.

- An IBC can take many forms, "...rigid or flexible...". It could be a plastic bladder in a metal cage mounted to a pallet. It could be a nylon or plastic sack. It could be a metal or plastic rigid packaging.
- It is not a cylinder for a compressed gas nor is it a portable tank, which is usually much bigger.
- It is designed to be handled by mechanical equipment and not a person or persons. This eliminates most smaller packagings though the IBC is not specifically defined as a bulk packaging as is a cargo tank or portable tank.

All of the above chemicals are stored and transported in new totes from the supplier. These totes are made with reinforced poly material and enclosed with five(5) inches lid at the top and 2 inches valve at the bottom for discharge. The poly container is protected by aluminum cage with square shaped bars 6 inches apart. Reinforced bottom frame for more rigidity in cases of dropping and bumping. These valves are affixed with tamperproof seal during transport. All totes used for transportation of the above chemicals are UNDOT approved and have a life span of 20 years.

Number & type of trucks used for transport: -

Vehicles used to transport the above chemicals are as follows:

I. Fifteen)15) - 40 feet low bed trainer
II. Ten(10) 40 feet high bed trailer
III. One(1) 80 feet expandable trailer
IV. Fifteen(15) Hauler trucks diesel engine.

Transportation route from port Georgetown :

G PORT- WATER STREET, GEORGETOWN, GUYANA

JOHN FERNANDES LIMITED – STABOREK, GEORGETOWN, GUYANA

GUYANA SHORE BASE- HOUSTON, GREATER GEORGETOWN, GUYANA

MUNESWAR WHARF- WATER STREET GEORGETOWN, GUYANA

GOERGETOWN (ABOVE PORTS) TO VEED EN HOOP REGION 3

GEORGETOWN TO WALES WEST BANK DEMERARA

CLIENTS DESTINATION:

GLASS WAREHOUSE- ECCLES, EAST BANK DEMERARA, GUYANA.

LAND OF CANAAN, EAST BANK DEMERARA, GUYANA

GARDEN OF EDEN, EAST BANK DEMERARA, GUYANA.

VEED EN HOOP – REGION 3

WALES, WEST BANK DEMERARA REGION 3

Transportation Route from G-Port to Land of Canaan/Garden of Eden, Eccles East Bank Demerara .

Vehicles exit G port compound, travel west onto Water street, east into Church street, south onto Avenue of the republic, East then south onto lamboard street, East onto Ruimveldt public road, south onto East Bank Demerara public road route ends at clients Facility, Land of Canaan and Garden of Eden, East Bank Demerara.

Vehicles exit G port compound, travel west onto Water street, east into Church street, south onto Avenue of the republic, East then south onto lamboard street, East onto Ruimveldt public road, south onto East Bank Demerara public road, East onto Houston roadway(Gafoors road),south onto Mandela/Eccles highway, east onto Red road, north on bypass road, route ends at clients Facility, Eccles Warehouse, East Bank Demerara.

Transportation route from John Fernandes Limited, Water street, Georgetown, Guyana to Land of Canaan/Garden of Eden, Eccles, East Bank Demerara.

Vehicles exit John Fernandes compound, Robb street, travel east onto Robb street, south onto Avenue of the republic, East then south onto lambord street, East onto Ruimveldt public road, south onto East Bank Demerara public road route ends at clients Facility, Land of Canaan and Garden of Eden, East Bank Demerara.

Vehicles exit John Fernandes compound, travel east onto Robb street, street, south onto Avenue of the republic, East then south onto lambord street, East onto Ruimveldt public road, south onto East Bank Demerara public road, East onto Houston roadway(Gafoors road),south onto Mandela/Eccles highway, east onto Red road, north on bypass road, route ends at clients Facility, Eccles Warehouse, East Bank Demerara.

Transportation route from Muneshwars Wharf, Water street, Georgetown, Guyana to Land of Canaan/Garden of Eden, Eccles, East Bank Demerara.

Vehicles exit Muneshwars compound, travel east onto Church street, south onto Avenue of the republic, East then south onto lambord street, East onto Ruimveldt public road, south onto East Bank Demerara public road route ends at clients Facility, Land of Canaan and Garden of Eden, East Bank Demerara.

Vehicles exit Muneshwars compound, east into Church street, south onto Avenue of the Republic, East then south onto lambord street, East onto Ruimveldt public road, south onto East Bank Demerara public road, East onto Houston roadway (Gafoors road), south onto Mandela/Eccles highway, east onto Red road, north on bypass road, route ends at clients Facility, Eccles Warehouse, East Bank Demerara.

Transportation route from Guyana Shore Base, Houston, Greater Georgetown, Guyana to Land of Canaan/Garden of Eden, Eccles, East Bank Demerara.

Vehicles exit Guyana Shore Base compound, Houston, Greater Georgetown, travel South onto East Bank Demerara public road route ends at clients Facility, Land of Canaan and Garden of Eden, East Bank Demerara.

Vehicles exit Guyana Shore Base compound, Houston, Greater Georgetown, East onto Houston roadway (Gafoors road), South onto Mandela/Eccles highway, east onto Red road, north on bypass road, route ends at clients Facility, Eccles Warehouse, East Bank Demerara.

Transportation route from Guyana Shore Base, Houston, Greater Georgetown, Guyana to Wales, Bank Demerara Region #3.

Vehicles exit Guyana Shore Base compound, Houston, Greater Georgetown, travel South onto East Bank Demerara public road, west onto the Demerara Harbour Bridge, south onto the West Bank Demerara Public Road, left on the port facility at Wales.

Vehicles exit Guyana Shore Base compound, Houston, Greater Georgetown, south onto East bank demerara public road, South onto the Demerara Harbour Bridge, North onto the West Bank public road, West onto the public road, exit north at Best road continue northward on Kalpataru Road route ends at GTE Receiving facility, Reynstein, West Coast Demerara, Region #3.

Please note that all Biddle/Verway vehicles traversing the Demerara Harbour Bridge, will be subject to the rules and safety guidelines of the Demerara Harbour Bridge for lorries and designated trucks using the bridge. Prior consultations and approval will be obtained from the Demerara Harbour Bridge management prior to every crossing.

TIMES OF VEHICLES TRAVEL

Vehicles travel to the abovementioned routes does not does not have a specific time frame as this relies solely on shipment arrival and departure and client's request. However, safety and health of environment, population density and traveling public peak times consideration is priority. This includes minimizing the travel peak period as much as is practical possible, and utilizing the Guyana Police Force Traffic department resources in cases that require their intervention.

A great degree of transportation of materials is conducted between the hours of 18.00hrs to 05.00hrs, Sundays to Saturdays.

Should there be road closures, emergencies or national events, consideration and advice from clients and Guyana Police Force Traffic Department is sort on alternatives routs and reschedule to times of travel to minimize inconvenience to road users, prevent community or environmental disasters and safety and health potential hazards to members of the public.

Potential Impacts and mitigation Measures in place to reduce the possible impacts: -

Possible Impacts in transporting:

The adverse effects of this chemical when transported within the environment are confined to two (2) areas.

1. Leakage into the environment

2. Contact with employees or personnel

Leakage in to environment is controlled due to the material being stored in approved sacks and sealed. The sacks are transported in accordance with Safety and Health standards and regulations are regulated by the shipping authority and Exxon Mobile (our client) safety policies.

Employees exposure to the chemical is controlled by implementing the hierarchy of hazard control namely: engineering, administrative and personnel protective equipment

Hazardous controls measures: The barite/cement sacks are sealed to prevent pollution to the external environment, all sacks are transported in sacks which are undamaged. The theory of Hazard control will be applied to all items/chemicals, barite, diesel, solids and similar materials transported. These controls are in order of efficiency. **Engineering, Administrative and Personal Protective Equipment.** All chemicals mentioned above and to be transported by BiddleVerway Transportation will comply and utilize the safety datasheets for every chemical in this permit(see attached safety data sheets)

Personal Protective Equipment: All employees handling or operating vehicles are required to wear long sleeve shirts/coveralls, long pants, dust mask(n95), goggles and gloves. Further, employees are required to undergo periodic medical examination are per the company policy.

Mitigation in place:

Persons handling chemicals shall wear full PPE

Eye wash bay within proximity to chemicals storage area- first aid kits

Spill kit and fire extinguisher in all vehicles These include approved spills kits, as all employees are trained in spill clean up emergencies. Additionally, BiddleVerway Transportation Inc emergency response system ensures that all agencies be contacted in event of a spill emergency, these agencies in Environmental Protection Agency, Civil Defense Commission, Guyana Police Force (see Safety data sheets attached). All trucks will be equipped with the appropriate fire extinguishers and related fire extinguishing devices and equipment(fire foam, dry powder and Co2). Fire blanket,etc.

All vehicles are required as per company policy to drive within the speed limit and drivers are trained in Defensive driving collision avoidance procedures.

No less than two employees must be present when handling chemicals

Defective sacks control methods

All sacks and containers which do not meet the transportation of dangerous goods regulations and standards shall not be transported by Biddle/Verway Transportation Inc. as this violates the storage and shipping UN TDG regulations.

This will be corrected at the port. The correction method includes resealing and repackaging of the damage sack/container to prevent exposure and contact with persons handling or transporting same. (Please see UN regulation in appendix).

SUMMARY:

This document contains the measures for handling in a safe manner, packages that contain material to be transported by BIDDLEVERWAY for our clients.

OBJECTIVE

The objective of this procedure is to establish the actions to be taken by BIDDLE VERWAY for correctly handling packages that contain hazardous chemicals.

SCOPE

This procedure applies to all activities that involve the handling of packages that contain hazardous chemicals transported by BIDDLEVERWAY

RESPONSIBILITIES

Occupational Safety and Health Officer/Quality manager: Review of the procedure. Officer responsible for the activity: Verification of the application of the procedure.

Drivers, Workers: Application of the procedure.

Quality manager: Archive of generated documents.

ACTIONS TO BE TAKEN

The officer responsible for the activity verifies that the staff who handle packages that contain material have been instructed in the use of this procedure. This instruction will be documented in the form 'Instruction in the application of procedures', included in Attachment 1.

The staff involved in the handling of packages must take account of the following conditions:

(a) Packages that have the I-WHITE label can be handled without restriction, and there is no limit to the quantities that can be stored together.

(b) Packages with II-YELLOW and III-YELLOW labels should be handled from the furthest distance possible, and the person handling them should stay in the vicinity of the packages for the shortest possible time.

(c) In cases where several packages have to be handled at the same time, the packages with the highest transport index should be placed at the furthest possible distance from the person who is handling them.

(d) Packages should not be stored or handled close to explosive, inflammable or corrosive material.(e) In the event of an emergency, the instructions established in the procedures for emergencies should be carried out.

The officer responsible for the activity determines the number of packages that can be stored together.

The officer responsible for the activity determines the places for storing the packages, segregating them from unexposed photographic film.

The officer responsible for the activity determines the areas to be used for storing the packages, in consideration of the restrictions placed on the area owing to the presence of other dangerous goods.

The officer responsible for the activity should make sure that packages with significant thermal generation are stored in the proper place.

Any individual who is aware of a non-conformance completes the

specified form and submits it to the manager responsible for the activity.

The manager responsible for the activity who receives a report of a possible non-conformance investigates and judges whether the situation is a non-conformance or not, and passes the report on to an independent manager, who will verify the existence of the non-conformance. If there is no nonconformance, the manager explains the decision to the member of staff who submitted the report and closes the case.

If there is indeed a non-conformance, the manager responsible for investigation proceeds according to the non-conformance control procedure.

The manager responsible for investigation designates a team of investigators to identify the causes of the non-conformance and to propose preventive or corrective action(s). Proposed actions are recorded in the form to record preventive action (Attachment 1) or the form to record corrective action (Attachment 2), as appropriate.

The assigned investigators investigate and analyse the non-conformances and propose preventive or corrective action(s) to the responsible manager(s).

The responsible manager(s) agree on the preventive and corrective measures to be implemented. While preventive actions shall be appropriate to the effects of the potential problems, corrective actions shall be appropriate to the effects of the non-conformances encountered.

The manager responsible for the activity implements the preventive or corrective action(s).

RECORDS

Confirmation of the completion of each handling step shall be recorded in the form of Attachment 1.

GENERAL

The graded approach (also referred to as the graded process) is a process by which the scope, depth and rigours of the management controls to be applied to a specific packaging or transport related component or activity are commensurate with certain aspects, including, but not limited to:

— The magnitude of any hazard involved in the item's failure;

— The impacts of the item's failure on safety and security;

— The impacts of the item's failure on the project, facility or business mission;

— Unique characteristics of the item;

— The impacts of the item's failure on other pertinent factors.

The graded approach should be used to evaluate possible risk factors that could hinder the achievement of safety and other relevant objectives, and to determine the appropriate controls to address those risks. The grading process should not be used to obtain exemptions from the management system, since by definition the management system applies to all business and work activities and organizations, including vendors. The logic, method of implementation and basis for grading should be documented in the management plan, periodically reviewed in the light of changes that may have occurred and, if appropriate, revised to reflect those changes.

The graded approach should be developed as early in the process as practicable. This will enable a uniform application of the grading process, based on risk informed application of the management system in design, fabrication, maintenance, inspection, testing, and transport and use of packages and packaging's.

Risk is a fundamental consideration in determining the extent to which controls should be applied. Risk is a quantitative or qualitative expression of possible impacts on, for example, safety, the project or finances in which both the probability of an event causing harm or loss and the consequences of the event are considered. Determination (or estimation) of the probability or likelihood of the occurrence should be a part of the risk expression.

The graded approach should also cover other factors such as environment, safety and health related risks, cost effectiveness, and impact on the mission and operations. The resulting risk factors, risk levels and associated controls should be tailored to meet the company's unique needs and all internal and external requirements.

STEPS IN THE GRADED APPROACH FOR PACKAGING

Organizations involved in the design and manufacture of packaging typically use a component based graded approach and qualitative expressions of risk based on the safety consequences of failure of the packaging component. Logical steps in the graded approach are:

(1) Identification of the package type according to the Transport Regulations

(2) Classification of the package by the development of a list of the packaging components and software to be used in its design, fabrication, use, inspection or testing, and assignment of a quality category (grade) to each

(3) Specification of the management controls required and assignment of a quality category (grade) to each

Many quality requirements are specified by the codes or standards for design, fabrication, inspection and testing that are determined in the initial stages of the package design. These codes, for example, often impose controls on the procurement, receipt, use of the package materials.

RELATIONSHIP OF GRADING TO PACKAGE TYPE

The level of management system applied to a package is required to be commensurate with the hazard posed by the hazardous materials contents. The following guidance is applicable to each category of package listed but is not intended to cover all situations. However, it gives a general indication of the Verification activities still require the use of independent inspectors qualified to appropriate codes, standards or other industry specifications.

The procurement of materials need not be from a qualified vendor list.

Items are purchased from a catalogue of 'off the shelf' items.

When the item is received, the material is identified and checked for damage.

Self-assessments rather than independent assessments are the primary method of assessing and verifying performance.

Records are maintained in temporary files for a specific retention period (e.g. six months) after shipment.

GRADED MANAGEMENT CONTROLS

Graded management controls

Quality categories

Grade 1

Grade 2

Grade 3

The degree to which the management system is to be applied. Clearly, a higher quality category, relative to package type, than that suggested can be used.

In the case of criticality assessment and other factors affecting the assumptions in the criticality assessment, Grade 1 management controls are appropriate. All other aspects should be subjected to Grade 2 management controls, except where there is minimal effect on safety, in which case Grade 3 management controls are appropriate.

Type B packages (non-fissile and fissile)

In all aspects contributing to the integrity of shielding and containment, together with criticality safety (where applicable), Grade 1 management controls are appropriate. All other aspects should be subjected to Grade 2 management controls, except where there is minimal effect on safety, in which case Grade 3 management controls are appropriate.

Shipments and special arrangements

The management system shall be applied to shipments and special arrangements according to the individual features of each case procedure.

RECORD KEEPING

According to the Basic Safety Standards, records dealing with personal data (external monitoring and internal monitoring results, personal dose records, etc.) have to be kept for longer periods.

"Exposure records for each worker shall be preserved during the worker's working life and afterwards at least until the worker attains or would have attained the age of 75 years, and for not less than 30 years after the termination of the work involving occupational exposure."

Records are required to be stored for the specified period of time in a way that protects the integrity of the recorded data. The location should, preferably, be defined in the respective procedure, or should otherwise be made known to all persons who might have to find the record. Access to records should be limited to the personnel concerned.

MAINTENANCE

Records have to be legible over the entire period. The legibility has to be checked at regular intervals depending on the type of medium of the record.

For printed records, the person responsible for record keeping may do this by means of a visual check made every three years on a few records. If there are doubts about the continued legibility of the records through the next period, the records must be recopied, retyped, put on microfilm or scanned into an electronically stored file.

For electronically kept records, the check shall include not only legibility control of the medium, but also a test run of the evaluation software used at this time to access the data. If there are doubts about the continued legibility of the records through the next period, the records must be copied onto a new medium (preferably not an erasable one) or printed.

DISPOSAL

When the end of the period for technical records is reached, the document control manager, who at this point will be responsible for the work that has generated the records, shall decide on the method of disposal. The Occupational Safety and Health and quality manager shall make the same decision concerning managerial records.

CHANGES

In the case of errors in an original record (e.g. wrong numbers copied by hand, inaccurate data entered into a computer, invalid calibration used), this record is to be corrected. The correction is required to be made so that the original (wrong) value remains legible.

In the case of handwritten records, the wrong value is to be crossed out and the correct one noted properly. The correction is to be dated and signed by the author.

Electronically kept records are to be copied to another file with the same file name but extended with a version number (e.g. Rev. 1), thus indicating that a change has been made to the stored data. This newly generated file may then be edited with the correction, and this should contain the valid data.

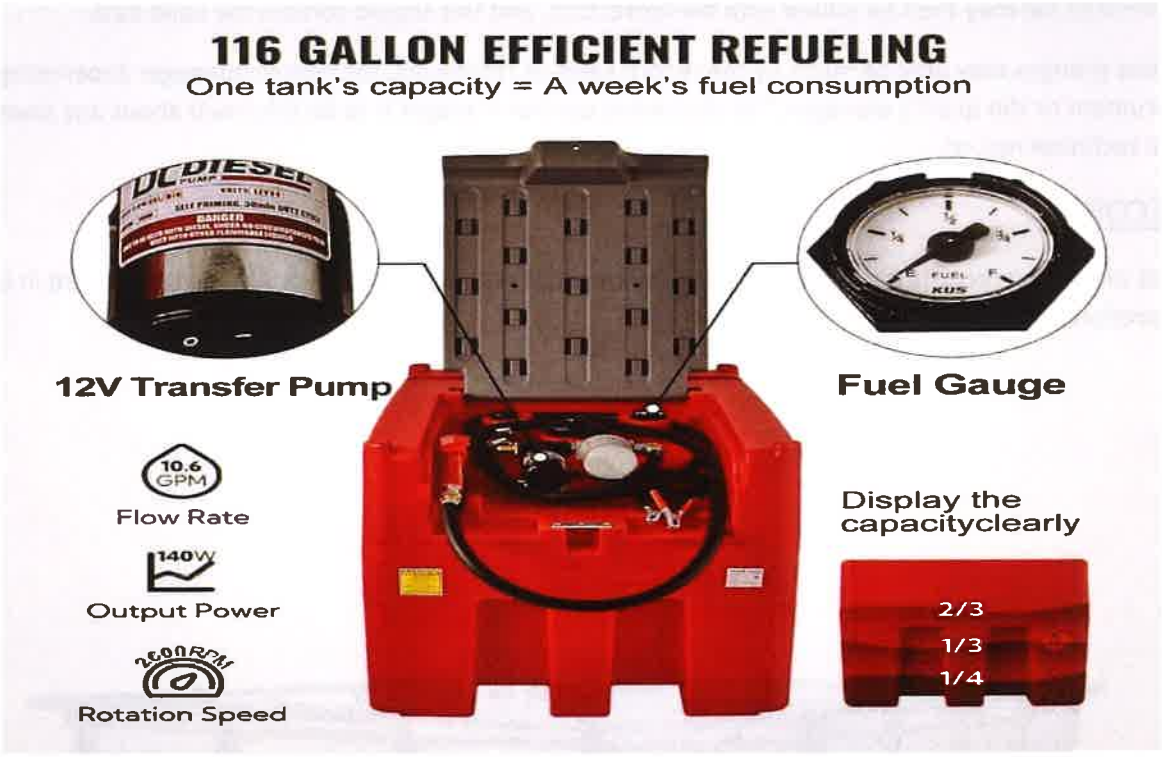
These changes may only be made by the record keeping technician, the control manager supervising the document or the quality manager. The document control manager is to be informed about any change in a technical record.

RECORDS

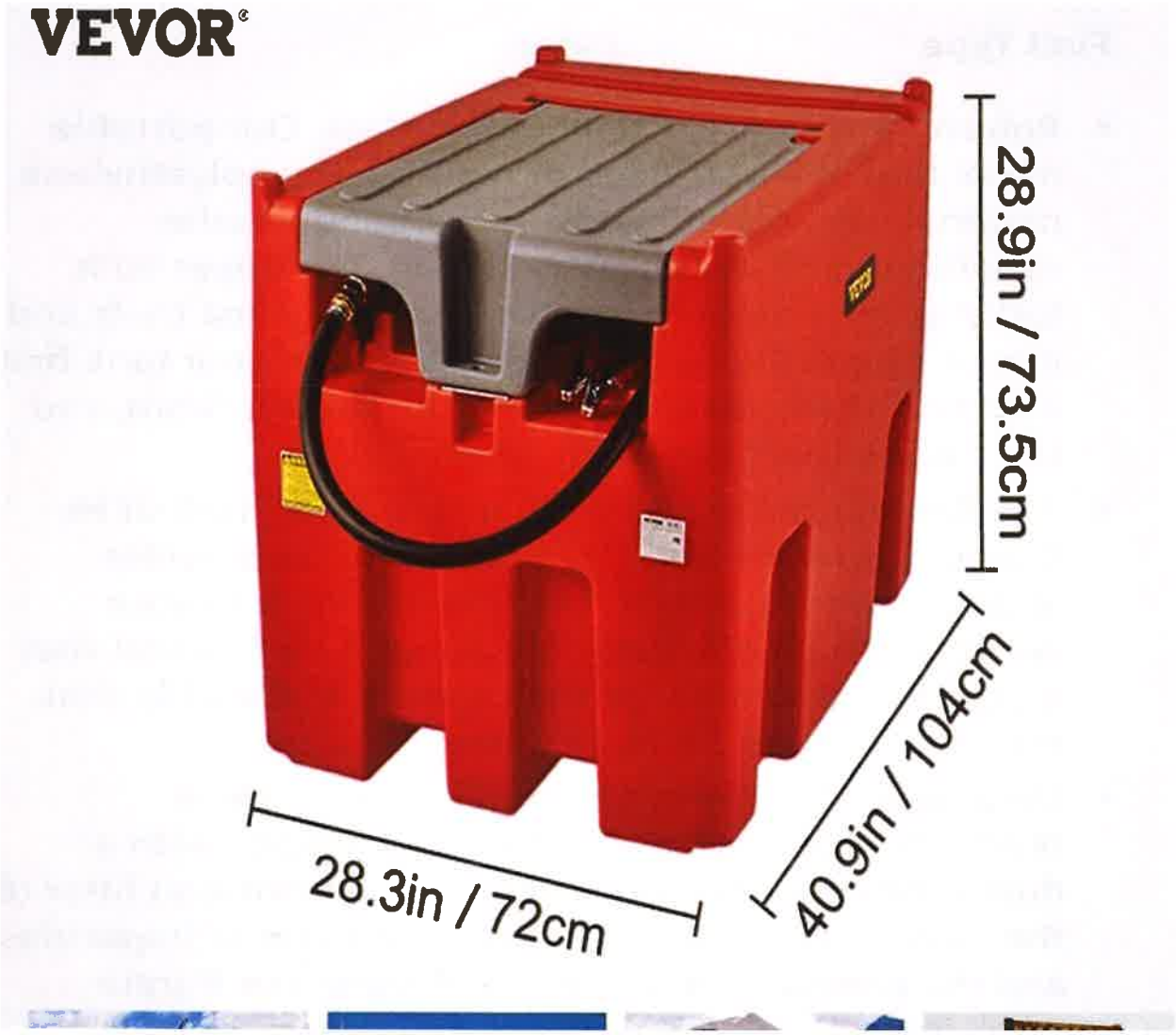
Lists of existing records (files) are to be kept by the staff nominated for record keeping as stated in a procedure.

PICTURE OF TOTE

PICTURE OF DIESEL TANK



VEVOR®



Fuel Type	Diesel

- Robust Tank Construction: Color: Black. Our portable diesel tank is constructed of high-quality polyethylene material, capable of handling changing weather conditions, and resists UV radiation. The upper lid is lockable by a copper lock that guards against theft and makes sure the security of operation. Put your tank first and get the job done right. The thickness is 6mm, and the thickest part can reach 12mm.
- 116 Gallon Efficient Refueling: Flow Rate: 10.6 GPM; Output Power: 140W. 12V transfer pump provides strong power to deliver fuel from the tank to your vehicles in high efficiency. We adopt a mechanical fuel gauge aimed to monitor the capacity of diesel in time, reminding you to fill up in time.
- Upgraded Filter Design: Compared with others products, Our fuel transfer tank is equipped with a duplex filter to offer purer diesel. The front-end filter of the inner tank can separate large particles of impurities, and the premium outer filter is designed to filtrate small impurities such as metal, colloids, tiny particles, etc.
- Automatic Fueling Nozzle: Are you tired of overfilling your tank? Well, this fuel nozzle will shut off automatically when the tank is full, which efficiently avoids oil waste and spillage. In addition, the rotatable adapter has been improved to help the hose get of knotting. Made of premium aluminum alloy and PVC material, our nozzle has a smooth surface finish and a long service time.
- Transport with Ease: The two grooves make this diesel tank easy and secure to transport. And the integrated forklift pocket design ensures stable lifting onto a vehicle. Thanks to these wonderful designs, our diesel

PICTURES OF BARITE SACKS

BIBLIOGRAPHY

FOOD AND AGRICULTURE ORGANIZATION OF THE UNITED NATIONS, INTERNATIONAL ATOMIC ENERGY AGENCY, INTERNATIONAL LABOUR ORGANISATION, OECD NUCLEAR ENERGY AGENCY, PAN AMERICAN HEALTH ORGANIZATION, WORLD HEALTH ORGANIZATION, International Basic Safety Standards for Protection against Ionizing Radiation and for the Safety of Radiation Sources, Safety Series No. 115, IAEA,