

Working in Pairs

Our Terms of Trade state that most jobs require two technicians for safety purposes.

In Fresh Air, October 1999, we listed four separate hazards associated with air emission testing. These are height, temperature, toxic gases and solutions, and flammable solvents. The hazards are introduced as part of our test methods or on site as part of the process being tested.

To comply with the Health & Safety in Employment Act we minimise the hazards and protect against their effects by working in pairs. There are other benefits such as quality control and speed of operation.

Unfortunately the cost to our clients is higher than one technician testing alone. We cannot compete on price with other practitioners who are willing to test alone.

A recent issue of "Safeguard" magazine has a feature on "The Lone Danger".

Stack Testing Workshop

Congratulations to the Ministry for the Environment for running the recent workshop.

In 1998 The Ministry published their guide "Compliance Monitoring and Emission Testing of Discharges to Air". The Foreword written by the Minister states amongst other things that the information and recommendations do not provide a standard approach that must be adhered to at all times.

It is obvious that there is a wide disparity between the standards applied by different Regional Councils. This applies to RMA air discharge permit conditions including their requirements for testing procedures. Commonly a Consent will require that tests are conducted according to standard methods (eg USEPA method 5 or AS 4323.2). Faced with the task of testing an actual exit stack testers such as ourselves often have to compromise. For example, it is quite common for a test port position not to comply with the standard.

Our clients trust us to produce accurate results. If these results are forwarded to Councils to satisfy permit conditions then the Councils

Where we are and how to contact us

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cils must accept them. In our case such acceptance has been proved in the District Court. Any Council has the right to audit the tests, or conduct their own tests as a check on the accuracy of our results but in the latter case only concurrent testing is useful.

Barry Ashcroft of IANZ spoke about setting standards. The options are laboratory

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Travelling in Style!

Are you tired of careering around in the car, or milling about at Mangere? ARM man Andrew Parkin tried another method of travelling to work recently, from Whenuapai to Ohakea.



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accreditation or auditing of test teams on site. The former is the usual rôle of IANZ, but the latter would seem more apposite.

A significant clause in the preamble to most USEPA test methods is that persons using this method should have a thorough knowledge of testing.

Reminder



If your Resource Consent air discharge permit expires on 31 March 2001 then your application for a renewal is due by 30 September 2000.

Staff News

Daniel is leaving us to join The Lactose Company in Taranaki. Since he joined ARM nearly three years ago Dan has expanded our business capability significantly. His contribution in the work on Resource Consent applications has been excellent. He leaves with our best wishes and the awareness that he will acquire new skills in the practical business of process engineering.

Can You Help?

One of our clients is on the lookout for a second-hand AA spectrophotometer. He wants a no-frills job, basic flame burner and is willing to pay up to \$5000.

Air Pollution and Motor Vehicles

The latest issue of ARC News states that 80% of air pollution in Auckland comes from motor vehicles. The brown haze seen in Auckland skies on still clear days in autumn and winter is caused by exhaust emissions. Ironically the considerable policing effort devoted to monitoring industrial emissions concerns only about 10% of the total contribution.

Various measures are available to mitigate the emissions:

- public transport and car-pooling
- keeping vehicle engines properly maintained (especially diesel injectors)
- using exhaust emission control (eg catalytic converters)
- using cleaner fuels (eg low-sulphur diesel, low-aromatics petrol, LPG)
- using bicycles or walking

Obviously there are reasons for not adopting a less convenient means of transport. In our own case we must carry test equipment for on-site tests. Sometimes we carry inflammable, toxic and corrosive materials in which case even if air travel is quicker it is less convenient.

Since we have an interest in air pollution we have chosen to operate our vehicle on dedicated LPG. This has incidental benefits of lower running costs (but the conversion cost \$2500) and longer engine life.

Clients considering conversion to LPG are invited to ask about our experiences.