

## Relevant Legislation

*The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 as amended (CDG)*  
*European Agreement Concerning the International Carriage of Dangerous Goods by Road 2015 (ADR)*

## Introduction

Dangerous goods, such as explosives, flammables or corrosives, are inherently hazardous. The CDG Regulations seek to minimise the risk to people, property and the environment, for example by explosion, fire or spillage.

The CDG Regulations are very detailed and complex, and may only apply to a very small number of council services. This policy gives general guidance to allow officers of the council to determine if the services delivered fall within the scope of this legislation. If so, it is likely that more detailed requirements (as indicated in the document mentioned below) should be incorporated into the operational procedures for the particular service.

CDG apply to the carriage of dangerous goods by road and rail. They place general duties on everyone with a role in the carriage of dangerous goods, and specific duties on those in the transport chain, such as consignors, carriers, loaders or packers.

In order to comply with CDG it is necessary to cross reference and use the information in ADR 2015, which sets out the conditions under which dangerous goods can be carried by road and gives detailed requirements that need to be followed.

***Note an in-depth guide to the requirements of the regulations, together with worked examples, are contained in a separate 'best practice' document located on the main Health and Safety Webpage.***

## Regulations - General Requirements

### General Training

Employers involved in the carriage of dangerous goods by road have to ensure that their employees who have any responsibility for such carriage are appropriately trained. Examples include loaders, unloaders and drivers who do not require specialised driver training. The training must include:

- awareness of the general requirements of ADR;

- function-specific training, covering the detailed requirements of ADR and other modes of transport; and
- safety training, covering the hazards and dangers presented by dangerous goods and awareness of safe handling and emergency response procedures commensurate with the degree of risk of injury or exposure arising from an incident involving carriage of dangerous goods.

Competence including evidence of relevant training should be maintained for all staff and verification obtained for new staff. Refresher courses must also be arranged to take account for changes in the law.

## **Package Dangerous Goods in Accordance with ADR**

### **General**

ADR requires packers and consignors of dangerous goods to package them in accordance with the requirements of ADR. General packaging requirements are set out in ADR 4.1.1, with additional requirements for the use of intermediate bulk containers (IBCs). The requirements apply to new, reused, reconditioned or remanufactured packagings and to new, reused, repaired or remanufactured IBCs, and to new or reused large packagings.

Principally, dangerous goods must be packed in good quality packagings ('packagings' includes IBCs, large packagings and pressure receptacles), strong enough to withstand the shocks and loadings normally encountered during carriage.

### **Packages - Marking and Labelling**

Every organisation whose activities include the packing or consigning of dangerous goods by road has to comply with the marking and labelling requirements of ADR. Every package, where appropriate, has to be clearly and durably marked with the letters 'UN' followed by the UN number of the dangerous goods; and the label(s) indicated in the Dangerous Goods List and described in ADR must be fixed to each package of dangerous goods.

### **Vehicles – Marking and Placarding**

Every organisation whose activities include the loading, consigning or carriage of dangerous goods by road, or filling of dangerous goods into specified equipment for carriage by road has to make sure that any vehicle, container, etc displays the appropriate placards, as well as the applicable marks, orange-coloured plates, and hazard identification numbers (HINs) or emergency action codes (EACs).

Placards have to correspond to the labels required in columns 5 and 6 of the Dangerous Goods List and have to be fixed to the outside surface of vehicles, containers, etc. Placards not relating to the dangerous goods being carried (or to residues of them) have to be removed or covered.

Further special requirements are set out in ADR 5.3, including requirements for primary and additional orange-coloured plates.

## **Application of the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009**

In accordance with current legislation and the Council's Corporate Health and Safety Policy Statement, where applicable, heads of service within the Council must devise and implement procedures to ensure the following objectives are achieved by taking account of the following:

- Decide whether the products to be transported fall within the scope of CDG
- If so, identify the quantities of each product to be transported and decide whether the full regulations apply or whether the goods fall under one or more of the various exemptions.
- If the products are not subject to any of the exemptions then Management must apply the full scope of the regulations for example:
  - appointment of a Dangerous Goods Safety Advisor
  - Drivers trained to VTC standards
  - Vehicle marking and displaying placards
  - Transport documentation
  - Correct type and number of fire extinguishers
- Where exemptions apply to products then Management must ensure that all remaining relevant sections of the regulations are applied for example:
  - Ensure relevant exemptions are not exceeded (if so, all CDG applies)
  - Risk and COSHH assessments and SDS for the products being transported
  - General driver training
  - Ensuring products are stored in UN approved containers
  - First aid kit
  - Fire extinguishers
- Management must ensure that regular monitoring takes place to ensure continued compliance.

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**The Health and Safety Team is available to provide further guidance and advice on any proposed procedures.**

**Prior to publication/implementation all proposed procedures must be discussed with the lead contact Health and Safety Officer via the appropriate Directorate/Divisional Safety Group. This step is necessary to verify that there is no variance with the legislation on which the policy is based.**