THE CARRIAGE OF AGROCHEMICALS BY ROAD

GUIDANCE FOR THE CROP PROTECTION INDUSTRY
GUIDANCE ON THE CARRIAGE OF AGROCHEMICALS BY ROAD

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Introduction

Carrying goods by road inevitably involves the risk of a traffic accident and the potential spillage of goods. If the goods involved are agrochemicals, this could result in fire, personal injury and/or environmental pollution.

For this reason there are special regulations which deal with the carriage of dangerous goods. Their objective is to reduce the risk of an accident occurring and, if one does occur, to make it easier for the emergency services to deal with.

The regulations place a duty on all those involved in the carriage of dangerous goods to do everything practicable to minimise the risks. The carriage legislation affects the consignor of the goods (the company or person who initiates the movement), the operator of the vehicle and the driver. The regulations place obligations on each of these parties.

If you are going to send or carry agrochemicals, this Guidance briefly summarises the issues you need to consider and looks at some of the actions you may need to take. It also tells you how to obtain further information about your legal responsibilities.

This Guidance also supplements the advice published in the Yellow Code (Code of Practice for Suppliers of Pesticides to Agriculture, Horticulture and Forestry). The advice in this leaflet has been prepared for BASIS by The Crop Protection Association, UKASTA, PSD and HSE.

General advice is included on “good practice”. This repeats and/or supplements the “good practice” advice given in the Yellow Code (The Code of Practice for Suppliers of Pesticides to Agriculture, Horticulture and Forestry). This is applicable to all vehicles carrying agrochemicals, irrespective of whether or not the carriage of dangerous goods legislation applies.
Relevant GB Road Carriage Legislation

For the carriage of agrochemicals by road, the relevant requirements are currently set out in the following regulations:

(a) the Carriage of Dangerous Goods (Classification, Packaging and Labelling) and Use of Transportable Pressure Receptacles Regulations 1996 (CDGCPL22) (as amended)

(b) the Carriage of Dangerous Goods by Road Regulations 1996 (CDG Road) (as amended)

(c) the Carriage of Dangerous Goods by Road (Driver Training) Regulations 1996 (DTR) (as amended)

(d) the Transport of Dangerous Goods (Safety Advisers) Regulations 1999

and in the following approved documents:

i) the Approved Carriage List, third edition (ACL): Information approved for the carriage of dangerous goods by road and rail other than explosives and radioactive material;

ii) the Approved Requirements and test methods for the classification and packaging of dangerous goods for carriage (ARTM)

iii) the Approved Vehicle Requirements (AVR)

iv) the Approved Tank Requirements (ATR)

The Regulations are available from The Stationery Office (tel: 020 7873 5522 fax: 020 7873 8200) and the approved documents from HSE Books. HSE has issued guidance on the requirements in the form of a free leaflet “Are you involved in the Carriage of Dangerous Goods by Road or Rail?” (IND (G) 234 (rev)) plus a series of priced guides. Parts 1 and 2 deal with CDGCPL2, CDG Road and DTR: see Further Information for full details. Separate regulations apply to Northern Ireland. It should be noted that the Northern Ireland legislation contains additional requirements regarding the carriage of nitrate fertilisers.

European and International Perspective


A number of amendments have been made to the GB regulations since they were first implemented in 1996, most notably as a consequence of the Carriage of Dangerous Goods (Amendment) Regulations 1999.

Further amendments are anticipated over the next few years in order to implement in national legislation any amended requirements in the text of the ADR Agreement.

For further advice on changes to GB carriage legislation, contact The Crop Protection Association, BASIS or UKASTA.
Consignor/Manufacturer Responsibilities

Legal Requirements

The responsibilities of the consignor are primarily set out in The Carriage of Dangerous Goods (Classification, Packaging and Labelling) and Use of Transportable Pressure Receptacles Regulations 1996 (as amended) (CDGCPL2); duties relating to the provision of information to the carrier about the goods being consigned are contained in the Carriage of Dangerous Goods by Road Regulations 1996 (as amended) (CDG Road). The consignor is defined as “the person who having a place of business in Great Britain, consigns (whether as a principal or agent for another) dangerous goods for carriage”.

In most circumstances the manufacturer, or his specialist carrier, is the consignor when delivering to a distributor. The distributor is the consignor when delivering goods to a farm. For self collection the farmer is the consignor; advice on farmers carrying agrochemicals is published in the MAFF Green Code (The Code of Practice for the Safe Use of Pesticides on Farms and Holdings).

The main requirements of CDGCPL2 are that anyone consigning dangerous goods for carriage by road or rail needs to:
(a) classify them correctly according to the hazards they pose; and
(b) ensure that they are suitably packaged and labelled; and
(c) provide information to the vehicle operator
In order to consign agrochemicals, manufacturers need to fulfil the requirements of the CDGCPL2 Regulations. In most practical situations the agrochemical distributor will find that all the requirements arising from the CDGCPL2 regulations are met by the manufacturer. Additional carriage safety and classification information is included in the material safety data sheet.

Classification

Many agrochemicals are classified as dangerous goods may not be subject to the full requirements of the legislation as a result of their small pack size. Where agrochemicals are classified, typically, they are classed as: Toxic Substances (Class 6.1), Flammable Liquids (Class 3), Corrosive substances (Class 8) or Miscellaneous Dangerous Goods (Class 9).

The Approved Requirements (ARTM) and the Approved Carriage List (ACL) provide the criteria for the classifying of products into the various Hazard Classes and Packing Groups.

The ACL enables the product, when assigned a Hazard Class, to be matched with the most appropriate UN number and Proper Shipping Name, i.e. that which best describes the product. The only classification criteria contained in the ACL is that shown in Appendix 2 of ACL which gives guidance as to which substances and solutions/mixtures of substances may be classed as Environmentally Hazardous.
Packaging

Certain dangerous goods pack sizes require “type-approved” packaging which conforms to the standards laid down in the Approved Requirements and Test Methods (ARTM).

They are classified as “miscellaneous dangerous goods UK” (Class 9) and allocated to Packing Group III. They are consigned under one of the following Proper Shipping Names and UN numbers: Environmentally hazardous substance, liquid, not otherwise stated (n.o.s.) (UN3082) or Environmentally hazardous substance, solid, n.o.s. (UN3077), as appropriate.

Products classified as “environmentally hazardous” must be packed, marked and labelled in accordance with the requirements of the CDGCPL2 Regulations.

However, exemption from the requirement to use UN tested and approved packagings and simplified package marking and labelling requirements are available for products packed in receptacles/packages which meet the limited quantity provisions specified in Schedule 3 and regulation 6(3)(c) of CDGCPL2.

Environmentally hazardous products classified as UN3082 or UN3077 are allocated to Packing Group III. For carriage by road, they are regulated as being in Transport Category 3 (see Table 1).

As a consequence, the requirements of the Carriage of Dangerous Goods by Road Regulations 1996 (CDG Road) do not apply unless the product is packed in a receptacle which exceeds 25 litres nominal capacity (liquids) or 25 kg net mass (solids).

Environmentally Hazardous Classification

Under the provisions of CDGCPL2, pure substances listed in Appendix 2 of the Approved Carriage List and any solutions and mixtures containing one or more of the listed substances where the total concentration of the substance(s) is 25% or more in mass, are considered to be “environmentally hazardous”.

They are classified as “miscellaneous dangerous goods UK” (Class 9) and allocated to Packing Group III. They are consigned under one of the following Proper Shipping Names and UN numbers: Environmentally hazardous substance, liquid, not otherwise stated (n.o.s.) (UN3082) or Environmentally hazardous substance, solid, n.o.s. (UN3077), as appropriate.

Products classified as “environmentally hazardous” must be packed, marked and labelled in accordance with the requirements of the CDGCPL2 Regulations.

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As a consequence, the requirements of the Carriage of Dangerous Goods by Road Regulations 1996 (CDG Road) do not apply unless the product is packed in a receptacle which exceeds 25 litres nominal capacity (liquids) or 25 kg net mass (solids).

Packaging

Certain dangerous goods pack sizes require “type-approved” packaging which conforms to the standards laid down in the Approved Requirements and Test Methods (ARTM).

Special Derogation for Existing Packagings

A derogation which allowed non-type approved packagings to be used expired on 31 December 1998. If distributors are supplying dangerous goods manufactured and packaged before 1 July 1995 they should contact the manufacturer for further advice.

Many agrochemicals classified as “dangerous goods” are excluded from this aspect of the Regulations because of their pack size. This is because the requirement to use “type-approved” packaging only applies to larger pack sizes e.g. receptacles greater than 1 litre for a toxic substance (liquid) in Packing Group III and receptacles greater than 5 litres for a flammable liquid in Packing Group III. Full information on a product’s transport classification and packing group is included in the Safety Data Sheet. Agrochemicals supplied to distributors should already meet these requirements. Changes to carriage packaging by distributors, however, such as splitting “type-approved” combination packs to allow delivery of single receptacles to the farm/user, may invalidate the “type-approval”. Where this is thought to be a problem, responsible manufacturers have already advised their customers. If necessary, seek further advice from the manufacturer.
**Type-approved packaging**

Type-approval or UN testing means that the package must pass a series of standard tests to prove its competence for dangerous goods i.e. drop, leakproofness, hydraulic pressure and stacking tests. Approvals are granted by the national competent authority. In GB the DETR is the competent authority and has appointed PIRA International (formerly the Packaging Industry Research Association). If a package passes the tests it receives a certificate and will be marked with the special UN packaging mark and code number. See below for example.

![UN Mark](4G/Y20/S/99 GB/13579)

**Labelling**

Packages must be appropriately marked and labelled. The basic requirements for GB consignments of agrochemicals classified as dangerous for carriage are as follows: the recognised chemical name (proper shipping name), the UN number for the substance and the relevant diamond shaped warning label(s) must be displayed on the package. Examples of the diamond warning labels are included in Appendix C. There are exemptions within the regulations which allow some smaller combination packs to exclude the warning label.

**Information for the Carrier**

Consignors of dangerous goods must also provide the carrier/vehicle operator with written information about the goods being consigned. This duty is contained in *The Carriage of Dangerous Goods by Road Regulations 1996 (as amended) (CDG Road)*.

The duty to provide information applies whenever dangerous goods are carried in a tank or in bulk. For packaged goods, the duty applies when the receptacle mass/volume exceeds a specified threshold which varies according to the level of danger (Packing Group/Transport Category) of the goods, as shown in column 3 of Table 2 below.

The required information, which must be provided in writing, includes: the identity of the goods (designation or proper shipping name); the classification; the UN number; the Packing Group (or Transport Category); the number and capacity of the receptacles; the name and address of the consignor and consignee.

In addition, the consignor must provide the carrier with a declaration confirming that the dangerous goods, as presented, may be carried; that any mixed packing is not prohibited; and that the goods are in a fit condition for carriage.

The consignor must also provide the operator with any other information needed to compile appropriate “emergency information” for the driver. This should be in the form of explicit written instructions for the driver and emergency services. Transport Emergency Cards (Tremcards) are often used to satisfy this requirement.
Carrier Responsibilities

Legal Requirements

The Carriage of Dangerous Goods by Road Regulations 1996 (CDG Road) place a number of duties on those involved in the carriage of dangerous goods by road. Principally the operator and the driver of the vehicle and anyone involved in loading/unloading operations. These regulations also place duties on others, such as those who design and manufacture vehicles intended for the carriage of dangerous goods and, as outlined above, consignors have duties with respect to the provision of information. There are additional requirements under the Carriage of Dangerous Goods (Driver Training) Regulations and the Transport of Dangerous Goods (Safety Adviser) Regulations. These are explained on pages 11-12.

In the main the advice and requirements below apply to “qualifying loads” under CDG Road. Paragraphs highlighted “Good Practice” are based on advice given in the Yellow Code. In some situations this advice is beyond that required by CDG Road. In any event, it is recommended that all vehicles carrying agrochemicals should follow the “Good Practice” advice whether the regulations require it or not.

Transport Categories

Those agrochemicals which are dangerous for carriage fall into three of five categories called Transport Categories, as explained in Table 1 below.

### Table 1 Transport Categories

<table>
<thead>
<tr>
<th>(1) Transport Category</th>
<th>(3) Comment on application of GB Road Carriage Regulations (CDG Road)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Infectious substances in risk group 4 (no agrochemicals)</td>
</tr>
<tr>
<td>1</td>
<td>The requirements apply when the receptacles carrying the goods are greater than 1 litre for liquids or 1 kg for solids. Very few agrochemicals are Category 1</td>
</tr>
<tr>
<td>2</td>
<td>The requirements apply when the receptacles carrying the goods are greater than 10 litres for liquids or 10 kg for solids. <strong>A few agrochemicals are Category 2 but most are packed in receptacles less than 10 litres (liquids) or less than 10 kg (solids)</strong></td>
</tr>
<tr>
<td>3</td>
<td>The requirements apply when the receptacles carrying the goods are greater than 25 litres for liquids or 25 kg for solids. <strong>A number of agrochemicals are Category 3 but most are packed in receptacles less than 25 litres (liquids) or less than 25 kg (solids)</strong></td>
</tr>
<tr>
<td>4</td>
<td>Empty unclean packages, matches and certain other specified items e.g. returnable/refillable agrochemical containers. Provided that the receptacle is completely empty (contains less than 1% of the original volume) or the dangers have been nullified, the requirements do not apply irrespective of the capacity of the receptacle</td>
</tr>
</tbody>
</table>

The transport categories appear in descending order from 0 (highest) to 4 (lowest)

Using Transport Categories

If the capacity of the receptacle (e.g. bottle, drum, jerrican etc.) in which the dangerous goods are placed exceeds the threshold shown in column 3 of Table 2 for the category of goods concerned, the consignor has a duty to provide information to the carrier. See information for the carrier under **Consignor/Manufacturers Responsibilities** (Page 4).
However, most duties in the regulations relating to matters such as the carriage of special safety equipment, vehicle markings etc. apply only when the relevant receptacle capacity threshold is exceeded and the total load being carried exceeds the threshold shown in column 4 of Table 2 i.e. the load is a “qualifying load”.

In practice very few agrochemicals are sold in receptacle sizes that bring them within the scope of the regulations. So, in most situations the following paragraphs do not apply. Nevertheless, it is recommended that agrochemical distributors follow the good practice outlined in the Yellow Code and highlighted as such in this section.

Table 2 Transport (Packaging Group) Categories and Receptacle and Load Thresholds

<table>
<thead>
<tr>
<th>(1) Transport Category</th>
<th>(2) Dangerous Goods</th>
<th>(3) Receptacle size threshold*</th>
<th>(4) Total load size threshold General Operational Duties</th>
<th>(5) Total load size threshold Parking and Supervision Duties</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Infectious substances in risk group 4</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1</td>
<td>Packing Group 1</td>
<td>1</td>
<td>20</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>Toxic Gases</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Organic peroxides type b or c</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Self-reactive substances type b or c</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Temperature controlled substances</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Infectious substances in risk group 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Packing Group II goods other than those specified elsewhere in this column</td>
<td>10</td>
<td>200</td>
<td>2000</td>
</tr>
<tr>
<td></td>
<td>Flammable gases</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Infectious substances in risk group 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Packing Group III goods other than those specified elsewhere in this column</td>
<td>25</td>
<td>500</td>
<td>5000</td>
</tr>
<tr>
<td></td>
<td>Non-flammable, non-toxic gases</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Any other dangerous goods not listed elsewhere in this column</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Empty, uncleaned packages</td>
<td>Unlimited</td>
<td>Unlimited</td>
<td>Unlimited</td>
</tr>
</tbody>
</table>

*Nominal capacity of receptacle in litres or net mass in kilograms

Mixed Loads

Where goods with different transport categories are carried, the lowest threshold is applied to the entire load when receptacles exceed the receptacle size threshold for their Transport Category. For example, for a mixed load of Transport Category 2 and 3 goods, the total vehicle load threshold is 200 litres or 200 kg. Only Transport Category 2 goods in receptacles above 10 litres and Category 3 goods in receptacles above 25 litres count towards the load total.

Information

It is the consignor’s responsibility to supply relevant information to ensure the safe carriage of dangerous goods. Details of this requirement are listed on page 7.

Documentation

For “qualifying loads” the operator of the vehicle needs to ensure that the driver receives certain documentation. In addition to the information provided by the consignor, this should include details of the total dangerous goods load to be carried and, for tank movements and the
emergency action code (EAC) (as shown in the Approved Carriage List). The operator is required to keep records of this information for at least three months after the relevant journey.

The operator also needs to ensure that the driver has been provided with “emergency information” (such as a Transport Emergency Card or TREMCARD) to assist him/her in the event of an accident. This emergency information should be readily available on the vehicle. Information relating to any dangerous goods which are no longer being carried should be secured in such a way as to ensure that no-one will be misled by it.

The driver must produce information about the goods being carried when asked to do so by the police or a goods vehicle examiner.

Information

It is the consignor’s responsibility to supply relevant information to ensure the safe carriage of dangerous goods. Details of these requirements are listed on page 12.

Vehicle, container and tank design

The operator should ensure that any vehicle, container or tank used for the carriage of dangerous goods by road meets any applicable requirements specified in two approved documents, namely:

(a) the Approved Vehicle Requirements (AVR)
(b) the Approved Tank Requirements (ATR)

and is suitable for the purpose and adequately maintained.

It is good practice to carry agrochemicals in a vehicle fitted with a chemical and vapour impervious barrier between driver and goods compartment. Alternatively, a trailer or separate secure chemical and vapour proof container may be used. The vehicle should not have projections which might damage containers or packages in the load carrying area. The load carrying area should have impervious surfaces, free from pockets or seams where materials can gather and prove difficult to clean.

The Approved Vehicle Requirements (AVR) and the Approved Tank Requirements (ATR) are available from HSE Books (see Useful Contacts).

Vehicle Equipment

Where CDG Road applies due to the load being carried, the vehicle must be equipped with any safety equipment specified in the “emergency information” provided for the driver.

It is good practice for the operator to ensure the driver has been provided with any necessary equipment to be used in an emergency. When carrying agrochemicals, sand or other non-combustible, absorbent material, shovels, brush and impermeable sealable containers in which to place split agrochemical containers and contaminated materials should also be carried. Personal Protective Equipment (PPE), First Aid equipment and eye irrigation equipment should also be provided. The PPE required will depend on considerations such as the load and the COSHH assessment.

Adequate precautions against fire and explosion also need to be in place. All vehicles carrying agrochemicals where CDG Road applies must be provided with two fire extinguishers to control vehicle fires: one suitable for fighting engine or cab fires and the other suitable for tyre or brake fires or one involving the load. The extinguishers must conform to British Standard BS
EN3-1:1996. In cases where CDG Road is not applicable, it is good practice to provide the above extinguishers in an appropriate size.

**Marking of vehicles**

The operator of a vehicle carrying packaged goods in “qualifying load” quantities (receptacle and load thresholds shown in columns 3 and 4 of Table 2 exceeded) must ensure the vehicle is marked at the front and rear with an orange-coloured plate (placarded). Additional requirements apply to road tankers and vehicles carrying tank containers as well as ISO containers have different marking conventions. These need to be marked with orange-coloured panels showing the UN number, the emergency action code, the danger sign and subsidiary hazard signs plus a telephone number where specialist advice about the goods can be obtained.

The orange-coloured plates and panels **must be removed** when the vehicle is empty but may be displayed when the “qualifying load” quantities are no longer exceeded.

**Loading, unloading and stowage**

The operator and any other person involved in the carriage operation must ensure that the goods are loaded, stowed and unloaded in a way that does not create a risk or significantly increase any existing risk to the health and safety of anyone.

Loading on to a customer’s vehicle should be under the supervision of the vehicle driver who is responsible for the safe carriage of the agrochemical(s). Before loading packages and containers for carriage, a check should be made to ensure that they are not leaking and that caps, lids etc. (where readily accessible) are secure. Manufacturers’ labels should be intact and legible.

To avoid damaging containers in transit, they should not be stowed loosely but should be anchored and secured by fitting straps, rails or other equipment. Paper, cardboard and other permeable packaging should be covered whenever there is a risk of rain damaging them.

Where agrochemicals cannot be carried in separate vehicles and are carried in mixed loads with other goods they should be segregated to ensure that no contamination of any other goods can occur should there be a spillage or leakage. Agrochemicals should not be carried together with food or medicines for human or animal use. If collecting for use on farm, agrochemicals should not be carried in a vehicle carrying children, animals or food.

**Operational procedures**

Vehicles or trailers used for carrying agrochemicals by road should be thoroughly cleaned before they are used for carrying any other goods or articles. If an agrochemical spillage has occurred, follow the advice under “spillages” in Part 4 Paragraph 14 of the Yellow Code. Water used for cleaning vehicles may become contaminated, so should not be allowed to enter drains, surface waters or ground water.

Persons delivering goods should ensure agrochemicals are delivered to a responsible person or to a pre-arranged site which is secure and protected from public and livestock access. As far as is reasonably practicable prior notification of delivery should be given to allow arrangements to be made for their reception.

The sale and supply of agrochemicals from vehicles, other than by pre-arranged deliveries, must be under the direct supervision of a certificated salesman as described in Part 3 of the Yellow Code - Training and Certification. Such sellers must hold a Certificate of Competence.
Parking and supervision

The operator and driver are responsible for ensuring that when the vehicle is not being driven, it is parked safely and is properly secured and supervised.

Where the total load being carried exceeds a specified threshold (as shown in column 5 of Table 2), special additional duties apply.

If the driver cannot supervise the vehicle, it must be parked in a secure factory/depot or, if this is not possible, in a supervised vehicle park. If neither of these options is available, a suitable public or private parking area is acceptable and, failing this, a location off the public highway and away from people or buildings.

Agrochemicals should not be kept in a vehicle for any period longer than 24 hours (except in the case of long distance haulage), unless that vehicle meets the basic criteria as set out in Part 4 paragraph 3 of the Code.

Such storage must be under the supervision of a certificated storeman when quantities of over 200 kg or 200 litres are carried.

Driver Training

Under The Carriage of Dangerous Goods by Road (Driver Training) Regulations 1996 (DTR) there is a requirement for driver training.

Operators must ensure that drivers of the following vehicles obtain a vocational training certificate (VTC) through attendance on a Government approved course and successful completion of the associated examinations:

(a) road tankers or vehicles carrying tank containers where the tank capacity exceeds 1000 litres or 3000 litres, respectively; or the vehicle has a permissible maximum weight exceeding 3.5 tonnes
(b) vehicles carrying dangerous goods in bulk where the vehicle has a permissible maximum weight exceeding 3.5 tonnes, and
(c) vehicles with a permissible maximum weight exceeding 3.5 tonnes carrying packaged dangerous goods where the receptacle and load thresholds exceed those set out in columns 3 and 4 of Table 2.

This will enable them to understand the nature of the dangers of the goods and any action to be taken in an emergency as well as their duties under Health and Safety Law. Vocational training certificates are valid for 5 years. Any driver who needs to have a vocational training certificate in order to drive a dangerous goods load should keep that VTC with him at all times during the journey. He has a duty to produce it to any policeman or goods vehicle examiner who may ask to see it.

VTCs are only issued to drivers who have attended an approved training course and passed the exams set by an examining body appointed by the Department of Environment, Transport and the Regions (DETR). A list of approved training providers is available from the Department.

Drivers of vehicles other than those identified above e.g. a driver carrying packaged dangerous goods on a vehicle with a permissible maximum weight of 3.5 tonnes or less, must receive adequate instruction and training regarding the dangers of the goods they are carrying and their
health and safety responsibilities. There is no prescribed format for such training. It may be provided on a formal training course or informally at the workplace.

In order to meet this latter obligation, BASIS offers a one-day training course specifically designed for those who transport agrochemicals. This could also be of interest and value to companies whose drivers have to hold a VTC.

The Crop Protection Association has also prepared a set of training materials which may be used for refresher training of existing drivers or induction training of new or part-time drivers.

**Dangerous Goods Safety Advisers**

The Transport of Dangerous Goods (Safety Advisers) Regulations 1999 (TDGSA) – which implement the requirements of European Council Directive 96/35/EC – require employers involved in the transport or related loading or unloading of dangerous goods by road, rail or inland waterway to appoint one or more dangerous goods safety advisers (DGSA).

The responsibilities of the DGSA include: monitoring compliance with the rules governing the carriage of dangerous goods; ensuring that all relevant staff are adequately trained and that they have detailed operational instructions; accident reporting; implementing emergency plans; and preparing annual reports on dangerous goods carriage activities.

Dangerous goods safety advisers must hold a vocational training certificate valid for the mode(s) of transport and the classes of dangerous goods with which their organisation is concerned. To obtain a certificate an individual must pass a government approved examination.

Certificates are valid for 5 years and renewable on the successful completion of an approved refresher examination.

With respect to packaged dangerous goods, a DGSA must be appointed if any “qualifying loads” – as specified in the Carriage of Dangerous Goods by Road Regulations 1996 (amended) (CDG Road) – are carried, loaded or unloaded. Further details regarding these “qualifying loads” are provided above under Using **Transport Categories** in **Carrier Responsibilities**.

However, the best practice is to assess your operation and record your decision as to whether you need to appoint a safety adviser.

There are also additional general training requirements for all personnel involved in the carriage of dangerous goods. These are set out in the CDG Road Regulation 24a. All staff need to receive training commensurate with their duties and responsibilities. Managers should keep a record of the training and give copies of the records to the employee.
Further information


Carriage of Dangerous Goods Explained - Part 2: Guidance for road vehicle operators and others involved in the carriage of dangerous goods by road HS(G) 161 (ISBN No. 0 7176 1253 8) at a price of £12.50 available from HSE Books.

Code of Practice for Suppliers of Pesticides to Agriculture, Horticulture and Forestry – free – from MAFF publications.
Useful Contacts

Crop Protection Association
4 Lincoln Court
Lincoln Road
Peterborough PE1 2RP
Telephone: 01733 349225
Fax: 01733 562523
www.cropprotection.org.uk

BASIS (Registration) Ltd.
34 St John Street
Ashbourne
Derbyshire DE6 1GH
Telephone: 01335 343945
Fax: 01335 346488
www.basis-reg.co.uk

Department of Environment,
Transport and the Regions
SP2 – Dangerous Goods Branch
Great Minster House
76 Marsham Street
London SW1P 4DR
Telephone: 020 7676 2775
Fax: 020 7676 2039
www.detr.gsi.gov.uk

Health and Safety Executive
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www.pesticides.gov.uk

The Stationery Office
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Fax: 020 7930 3952
www.ukasta.org.uk
Appendix A  Other Agricultural Inputs

The principles and information outlined in this document apply to all Dangerous Goods supplied to farms. Examples of these include:

- Ammonium Nitrate
- Chemical Silage Additives
- Dairy Hygiene Products
- Veterinary Medicines
- Fuel Oils

Specific advice on the carriage of these materials should be obtained from the Safety Data Sheet and your supplier
Appendix B Dangerous Goods Signs
Drivers Reminder

DRIVERS

- You must not carry passengers
- You are responsible for load security
- You must not smoke during loading or unloading (even in the cab)
- If required your original ADR/Vocational Training Certificate must be carried at all times
- You must ensure that orange plates are displayed when required
- Special parking and supervision requirements apply above these thresholds:
  - Transport Category 1  200 kg/litres
  - Transport Category 2  2000 kg/litres
  - Transport Category 3  5000 kg/litres