

## About Us

Chamber International and Chamber Management Services are trading names used by Chambers of Commerce in the region for the delivery of international services. From its base at Bradford Chamber, the Chamber International team is committed to helping clients build their capabilities for the challenge of international business, and offers a broad portfolio of services to do this.



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## Chamber International

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## How to - transport dangerous goods by road



Chamber International 'How to Guide'

## You must inform your freight forwarder

The carriage of hazardous goods by road within Europe is governed by the ADR Regulations, current edition issued in 2009. Shippers, whether despatching or receiving have a duty to ensure that consignments comply with these regulations. Coupled with this is a requirement to check vehicles, equipment carried, documentation on board and driver licences.

This all sounds quite daunting so shippers should also be aware of exemptions for small consignments and loads.

Consideration should be given to the International Maritime Dangerous Goods (IMDG) regulations when consignments are destined for mainland Europe. The sea

journey is classed as the most hazardous part and then IMDG takes precedence over ADR. The Channel Tunnel has its own set of regulations.

ADR specify that training of personnel involved with hazardous goods should take place prior to taking up their responsibilities and refreshed every two to three years.

Fines imposed for non-compliance can be hefty!

### Tips

- **Check Material Data Sheets to see if goods are hazardous for transport.** Box 14 on MSDS will state whether goods are hazardous for transport or not
- **Next step will be to package the goods.** Check the regulations to see if UN specified packaging is required or, if small quantities can the consignment be classed as "Limited quantities" and UN packages are not required

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- **The packages will now require labelling and marking.** If fully regulated they will require the UN number and Proper Shipping marking on the package. Also the relevant "Class" label. All this information is on the Material Safety Data Sheet (MSDS). If small quantities then an "LQ" label is the norm
- **Handling** – if the packages are then placed on a pallet and shrink wrapped the Proper Shipping Name etc must be clearly visible. If clear shrink wrap is used, as long as the package marking can be seen you do not need to replicate this on pallet. If dark shrink wrap is used the information must be placed on the shrink wrap
- **You must inform your freight forwarder or ferry line that the goods are hazardous for transport.** If going to mainland Europe you will require a Dangerous Goods Note. Failing to advise that goods are of a hazardous nature can lead to all sorts of problems
- **The vehicle transporting the goods must comply with the ADR regulations.** Shippers have a duty to check the vehicle is carrying the correct equipment, Personal Protective Equipment (PPE) if necessary, has the right documentation including Instructions in Writing if the vehicle is over its threshold limit for the type of goods on board. Driver documentation should also be checked. All this can be completed in the form of a "Vehicle Check List" which should be kept on record in case VOSPA or any other authority need to check for compliance
- **Instructions in Writing.** These have replaced TREM cards. If not using your own transport it is the responsibility of the freight forwarder/carrier to provide these. If own transport it is the shipper's responsibility
- **Loading** – under operational provisions in ADR there are duties laid down relating to certain types of goods, eg flammable liquids, to ensure that care is taken during loading

To ensure goods travelling by road arrive safely, and on time, at their destination awareness of the ADR regulations is essential.