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PREFACE

These notes have been prepared in good faith and to the best of our knowledge. They must not be used in any way as the sole reference in dangerous goods transportation. The pertinent regulations, codes, etc. must be applied directly in every case.

Regulations change frequently and new ones are introduced. Moreover, in order to produce these notes in a concise manner a considerable amount of simplification has had to take place. No responsibility can be accepted by Ritchies Training Centre as a result of errors or omissions, actions taken or events arising following attendance at a Ritchies Training Centre's training course or the use of these notes.

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End of the 3.5 Tonne Derogation

The forthcoming end to the derogation for drivers of vehicles of less than 3.5 tonnes maximum permissible mass not to hold a vocational training certificate (ADR certificate) may mean that carriers of dangerous goods will look for other avenues for relief from the full burden of the ADR. Many carriers affected by this change tend to be small businesses so that releasing drivers for lengthy dangerous goods training imposes a significant financial burden. There has been a powerful outcry from LPG industry representatives at the ADR committee and at the UN in Geneva about the effect of the end of the derogation on the multitude of small distributors across Europe, which has so far gone unheeded.

Changes to the Rule for Training of Drivers of Vehicles carrying Dangerous Goods.

Currently drivers of vehicles with a permissible maximum mass exceeding 3.5 tonnes have to possess an ADR training certificate.

From 1st January 2007 the exemption for drivers of vehicles less than 3.5 tonnes expires. From that date drivers of all vehicles that carry dangerous goods will be required to hold a vocational training certificate (ADR).

General Training Requirements

Since 1999 all persons (not only drivers) such as consignors, carriers, packers and container operators, whose duties concern the carriage of dangerous goods require some form of training. They have to receive training appropriate to their responsibilities and duties. This training is usually an awareness course.

The awareness course must cover the following subjects:

General Awareness Training
Function-specific Training &
Safety Training

Driver Training from 1st Jan 2007

All drivers of vehicles that carry dangerous goods (where no exemptions can be claimed (see page 6 for a list of exemptions)) must be in possession of a Vocational Training (ADR) Certificate.

The ADR certificate is gained by attending approved classroom sessions and sitting examinations.

How the changes came about

August 2002

The Government of Liechtenstein proposed mandatory training for drivers carrying dangerous goods regardless of the permissible maximum weight of their vehicle.

November 2002

Opinions at the United Nations Economic Commission for Europe were divided on the proposal. Some delegates noted that these vehicles were regularly able to carry goods in quantities greater than the exemption limits of 1.1.3.6 and those vehicles were increasingly being used to carry dangerous goods since they were subject neither to the same speed limits as heavy vehicles nor to weekend travel restrictions (for certain countries).

Others considered that in view of the number of drivers concerned, a measure of this nature would have considerable economic consequences and that the cost for carriers should be carefully evaluated with a view to the benefits in terms of safety, which needed to be supported by accident statistics. It was also noted that the drivers of these vehicles were in any case subject to the general company training requirements of Chapter 1.3.

The representative of Liechtenstein was asked to submit a new proposal for the next session, which would take into account the necessary consequential amendments.

May 2003

Liechtenstein resubmits its proposal but this time with support from other countries: Austria, Norway, Poland and most notably Germany

Some delegations said that the proposed obligation concerning the training of drivers of vehicles with a permissible maximum mass not exceeding 3.5 tonnes would involve a very large number of drivers and would therefore have considerable economic repercussions.

Other delegations stressed that training requirements had caused a significant increase in the production cost of the transport of dangerous goods, and that in order to avoid it, the industry was more and more resorting to using vehicles not exceeding 3.5 tonnes, which were increasingly effective in power and speed but fell short of numerous safety requirements.

The representative of Italy proposed that the decision on this proposal should be deferred; so as to give Governments time to collect accident statistics and assess safety advantages in relation to cost. After a vote resulting in equal numbers for and against, the proposal was by Italy was not accepted.

The Working Party finally decided to adopt the proposal by Liechtenstein to the effect that all drivers of vehicles carrying dangerous goods, irrespective of the permissible maximum mass of the vehicle, subject to the exemptions set out in 1.1.3, must be trained in accordance with 8.2.1. This measure would take effect on 1 January 2007 at the latest.

So what exemptions can be claimed, this is the purpose of this booklet.

Please see the relevant pages that you think are relevant to you from the following list on Page 6.

References:

ADR: European Agreement Concerning the International Carriage of Dangerous Goods by Road

The current ADR book is the 2005 edition (ISBN: 92-1-13097-4) and is due to be updated (2007 edition) later this year.

ADR EXEMPTIONS

Currently there are five exemption subparagraphs in 1.1.3.1 though this will increase to six in 2007 with the addition of subparagraph (f).

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Carriers will still have the relief provided by exemptions provided for small loads given in 1.1.3.6 of ADR, of course	15 / 16 /17
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Carriage by Private Individuals.

Looking at the existing derogations in 1.1.3.1, the first [(a)] exempts the carriage of dangerous goods by private individuals *provided the goods are packaged for retail sale* and the goods are:

- ♦ intended for their personal, domestic, leisure or sporting activities; and
- ♦ provided that measures have been taken to prevent any leakage.

With this exemption there is a duty imposed on the general public to take measures to prevent leakage in normal conditions of transport.

Is it at all reasonable to expect the 60 million subjects or so of the Queen in the United Kingdom to have read the ADR and to be familiar with this requirement? Supposing I, as a son-in-law, need to a part used can of flammable paint thinners round to my mother-in-law's house for a bit of DIY in the boot of my car.

Is it reasonable that I should be aware that I could be committing an offence if the top was not is not fully closed? I'd be committing some kind of offence, too, if I took some liquid BBQ fuel down to the school summer fête without the top on, perhaps because it had been lost, and in stead the opening stuffed with a piece of rag (which could produce a capillary effect).

Yes, we all know that ignorance of the law is no excuse but really - to expect every-one in such circumstances to read the 1400 pages of ADR and (currently) two Statutory Instruments on top ordinarily must infringe some sort of human right? Might I be in more danger from the wrath of my mother-in-law if I don't do that bit of painting and decorating?

What happens when someone has a hobby of renovating old vehicles and carries welding gas cylinders. Could this be a leisure activity to which derogation (a) applies?

Anyone could, in theory, go along to a cutting and welding gas depot and pick up some cylinders for private use. Could one say that the gas cylinders were packaged for retail sale in this case or is this stretching the derogation too far?

Carriage of Machinery and Equipment Containing Dangerous Goods.

The UN Model Regulations provide UN 3363 for dangerous goods in machinery or apparatus. Such goods are recommended for Class 9 with a special provision limiting the quantity of dangerous goods to the inner package limit for limited quantities. However, the RID/ADR authorities are minded to allow a much more generous derogation. If you consult the RID/ADR dangerous goods list you will find that UN 3363 goods are not considered dangerous for rail and road transport in any quantity, it seems. This is further confirmed by the third of the derogations in 1.1.3.1 at (c). Any machinery or equipment not specifically mentioned in the ADR which contains dangerous goods may be transported without being subject to its provisions in any way so long as measures have been taken to prevent any leakage of contents.

So, the first thing to check is whether the machinery or equipment is *specifically* mentioned in the ADR. If it is, the rules applicable to its transport would apply as normal.

Examples of goods for which this derogation cannot be claimed could include e.g. life-saving appliances (UN 2990, UN 3072), air bag inflators or air bag modules (UN 3268), chemical or first aid kits (UN 3316), articles, pressurized pneumatic or hydraulic (UN 3164) and others.

The decision of the DfT in 2004 to follow the ADR in regulating flammable liquid hydrocarbon fuels of UN 1202 up to 100°C flashpoint has triggered a particular issue with respect to the use of this exemption.

There are many mobile electric power generators in service throughout the UK. They may be needed as temporary power supplies for hospitals, building sites, entertainment venues etc.

They are diesel powered, usually and have a fuel tank. This is typically located as a box-shaped tank underneath the diesel engine. Prior to the change in the regulations their transport was of little consequence for dangerous goods. However all that changed on 10th May 2004.

Carriage of Machinery and Equipment Containing Dangerous Goods. (Cont.)

The fuel, which could be as much as 1500 litres or more represents a significant quantity and possibly not the sort of quantity that the RID/ADR authorities had in mind to exempt when (c) of 1.1.3.6 was drawn up.

Realising this, the DfT has placed a paper on the agenda of the Joint RID/ADR meeting asking for a common interpretation as to how far the derogation can be taken. My own take on the situation is that the DfT would be uncomfortable if the derogation were extended to such a quantity of diesel fuel contained in these mobile generators

While the RID/ADR committee deliberates on the matter, the DfT has issued guidance on how the exemption is to be applied see page 19 & 20.

Many suppliers of mobile generators need to provide an additional and separate fuel tank. This leads to the question as to how that fuel tank should be regarded for transport, especially could its transport be exempted in any way.

This question leads nicely into the new exemption which will be added to 1.1.3.1 in 2007 (see (f) on page 13).

White lining and other road construction vehicles

Dedicated road construction machinery should be regarded as exempt.

Thus vehicles used by white lining contractors are exempt as long as they are dedicated for the task and not simply, for example, flat bed lorries that happen to have the equipment on board.

Similar principles would apply to machinery such as road planing machines, black top machines etc.

See HSE website: http://www.hse.gov.uk/cdg/manual/commonprobs.htm#white_lining

Carriage Ancillary to Main Activity.

The third exemption in 1.1.3.1 at (c).

This exemption covers carriage by those that is ancillary to their main activity, such as deliveries or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance in quantities not more than 450 litres per package and the total quantity per vehicle limited to the load limits of 1.1.3.6. This is a useful little exemption to cover small amounts of dangerous goods to be taken e.g. from one closing building site to another.

The examples of ancillary carriage given in the ADR are brief and could be extended to include many more business and professions that lead me to wonder how far this exemption may be taken. What about a doctor or a vet on his rounds? If they take any dangerous goods with them could this be “ancillary carriage”?

Use of this exemption for tradesmen such as roofers, plumbers, painters & decorators would seem to be a legitimate use of the exemption. But if they carried Butane as an example how are they to know that should they ever attempt to carry more than a net mass of more than 333 kg (see Page 15 on exemption per transport unit). I have seen pick-up vans belonging to roofers where the number of LPG large bottles must have perilously close to this limit.

I wonder if they were aware of the consequences of exceeding the 333 kg limit?

There is a rider to this derogation which is aimed at reducing its abuse.

The carriage must not be for the actual supply of the goods to a user nor to internal or external distribution.

So, for example, if LPG bottles were being supplied by an employer to plumbers working on various sites, the derogation could not be claimed, only by the plumbers themselves as part of their tools and equipment for the job.

Breakdowns

The fourth derogation [(d)] of 1.1.3.1 addresses, in particular, carriage of dangerous goods by breakdown vehicles carrying or towing vehicles which have been involved in an accident or where the vehicles have broken down.

It is important to note that to claim this exemption, the carriage has to be performed by the emergency services or, if not directly performed by them, under their supervision, presumably meaning under escort (or could carriage supervised by continuous CCTV camera cover on a motorway be sufficient “supervision” required by this derogation?).

This derogation has been revised and extended for the 2007 ADR and will read:

- (d) the carriage undertaken by or under the supervision of the emergency services, insofar as such carriage is necessary in relation to the emergency response, in particular carriage undertaken:
- ◆ by breakdown vehicles carrying vehicles which have been involved in accidents or have broken down and contain dangerous goods; or
 - ◆ *to contain and recover the dangerous goods involved in an incident or accident and move them to a safe place;".*

The second indent which I have put in italics should be noted as new text allowing dangerous goods e.g. which has been lost from a load to be recovered separately from the original carrying vehicle but nonetheless, the “supervision” requirement must be complied with.

Saving Human Life or Protecting the Environment.

The fifth derogation [(e)] of 1.1.3.1 deals with emergency transport intended to save human lives or to protect the environment provided all measures are taken to ensure that such transport is carried out in complete safety. This is an extremely important derogation, of course, but what is “complete safety”? How are courts to interpret this given the dictum that there is no such thing as complete safety?

Carriage of Uncleaned, Empty Static or Storage Vessels.

A new sixth derogation* will be introduced into 1.1.3.1 in 2007 as (f) which will read:

"(f) the carriage of uncleaned empty static storage vessels which have contained gases of Class 2, groups A, O or F, substances of Class 3 or Class 9 belonging to packing group II or III or pesticides of Class 6.1 belonging to packing group II or III, subject to the following conditions:

- All openings with the exception of pressure relief devices (when fitted) are hermetically closed;
- Measures have been taken to prevent any leakage of contents in normal conditions of carriage; and
- The load is fixed in cradles or crates or other handling devices or to the vehicle or container in such a way that they will not become loose or shift during normal conditions of carriage.

This exemption does not apply to static storage vessels and tanks which have contained desensitized explosives or substances the carriage of which is prohibited by ADR."

* There were two last minute amendments made to new (f) at the ADR meeting May 9-12th 2006 which has been included.

As you can see it is a new and more comprehensive exemption than the current derogation which is only for gas static tanks only. If a static or storage vessel is to be transported nominally empty with residues of any of the classes, groups and packing groups listed, provided the carriage conditions are observed, such static or storage vessels may be transported without the application of the relevant provisions of ADR. Note that there are no capacity limits set for the static or storage tanks so that they can be as large as you like.

This derogation opens up the possibility of the fuel tanks for generators to be transported separately or alongside the mobile generators to and from sites.

It opens up the possibility, too, for the DfT to abandon the more terse exemption for storage tanks at regulation 5 (14) of SI 568/04. However, there is a sting-in-the-tail.

At its most recent session the WP.15 ADR committee decided that a static or storage tank is one which was originally designed for the storage of dangerous goods rather than for their transport. They decided, therefore, that the derogation cannot apply to the carriage of transport equipment such as IBC's or tank-containers, which, not fulfilling the provisions of ADR, are subsequently intended for storage purposes.

Given this interpretation handed down by ADR it seems to me that tanks which are used for temporary storage of fuels e.g. for mobile generators could not be considered to be static or storage tanks and would either have to be fully cleaned of all residues for transport or be subjected to the full weight of the tank design, construction, inspection, testing and certification requirements of the ADR if (1) "new tanks" or (2) transported under the provisions of Schedule 1 of SI 568/04 or, (3) if small enough, be transported under the Authorisations for existing Bowsers.

To be a storage or static tank to which new (f) could apply there would need to be some more definite signs of permanence of design such as a clearly observable base and maybe connections and pipe work of a more permanent kind, I suggest.

Limited Quantity

Limited Quantities (LQ) refers to small receptacles (typically of the sort that go into the retail distribution chain) which are packed in boxes or on shrink-wrapped trays.

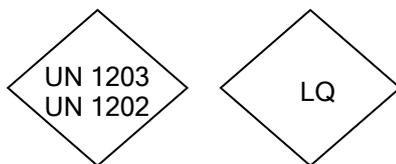
The principle behind LQ is that an acceptable level of safety is assured providing the receptacles are in a box or shrink-wrapped tray. Individual receptacles do not come into the LQ category. Regulation 7(4) (as amended in 2005) allows retail distribution of LQ packages that have been "broken down", subject to certain conditions.

For limited quantity exemptions, the general requirements for packaging (to be of good quality and suitable etc) apply, but the packaging does not have to be "UN approved". Each LQ category has some packaging constraints (ADR 3.4.3 to 3.4.5) and there are particular labeling requirements (see ADR 3.4.4(c)). Within these constraints, ADR does not apply to "limited quantities".

- For one substance in a package, the UN No. within a diamond at least 100 x 100 mm



- For more than one substance in a package, all of the UN No. within the same diamond, or the following symbol, also at least 100 x 100 mm



Precise details at ADR 3.4.4(c)

Small load exemptions (ADR 1.1.3.6)

Small load exemptions relate to the total quantity of dangerous goods carried in packages by the "transport unit" (car, van or lorry.)

It is the Transport Category (TC) that determines the load limits (thresholds) where exemptions can be claimed.

The Transport Category for the substance is given in column 15 of Table A in ADR (Chapter 3.2).

Load limits for the different transport categories are given on page 16.

Small load exemptions do not apply to tankers or bulk carriage.

If a vehicle is carrying under the small load threshold, many of the requirements of ADR are not applicable.

The main obligations where exemptions cannot be claimed are:

- General training for driver (ADR 1.3.2) see page 3.
A record should be kept (ADR 1.3.3)
- Carry one 2 kg dry powder fire extinguisher or equivalent (ADR 8.1.4.2)
- Stow the dangerous goods properly (ADR 7.5.7)

Many operators of vehicles that are exempt from the requirements to display the orange plates because they are carrying under the thresholds set out in ADR at 1.1.3.6 may display danger signs (hazard diamonds - properly called placards under ADR). They consider this to be useful to the emergency services.

Ambulances, mobile workshops, engineer's vans and road construction vehicles are examples where hazard diamonds are often displayed.

Note that use of these exemptions is optional.

For example, a carrier may choose to display the orange plates as long as the vehicle is carrying dangerous goods

All vehicle marks (orange plates) must be removed when no dangerous goods are being carried.

An important aspect is that packaging still has to comply with the relevant standards.

Examples of small load application

Butane/ Propane / LPG. (Class 2, Group F) is in transport category 2.

The "small load threshold" is 333 kg and LPG is LQ0. The result is that all cylinders count towards the load limit, but if that is less than 333 kg, the "exemption limits per transport unit" can be claimed i.e. the vehicle does not require e.g.:

- ◆ Orange Plates
- ◆ Documentation
- ◆ ADR Certificated Driver
- ◆ Instructions In Writing
- ◆ Emergency Equipment etc

Where dangerous goods of different transport categories are carried in the same transport unit, the sum of

- the quantity of substances and articles of transport category 1 multiplied by "50",
 - the quantity of substances and articles of transport category 1A multiplied by "20"
 - the quantity of substances and articles of transport category 2 multiplied by "3",
 - the quantity of substances and articles of transport category 2A multiplied by "2"
 - the quantity of substances and articles of transport category 3 i.e. multiplied by 1
- shall not exceed "1 000".

Transport Category	Substance or articles packing group or classification code/ group or UN number	Maximum total quantity per transport unit
0	<p>Class 1: 1.1A/1.1L/1.2L/1.3L/1.4L and UN No. 0190</p> <p>Class 3: UN No. 3343</p> <p>Class 4.2: substances belonging to packing group I</p> <p>Class 4.3: UN Nos. 1183, 1242, 1295, 1340, 1390, 1403, 1928, 2813, 2965, 2968, 2988, 3129, 3130, 3131, 3134, 3148 and 3207</p> <p>Class 6.1: UN Nos. 1051, 1613, 1614 and 3294</p> <p>Class 6.2: UN Nos. 2814 and 2900 (risk group 3 and 4)</p> <p>Class 7: UN Nos. 2912 to 2919, 2977, 2978 and 3321 to 3333</p> <p>Class 9: UN Nos. 2315, 3151, 3152 and equipment containing such substances and mixtures and empty uncleaned packagings having contained substances classified in this transport category</p>	0
1	<p>Substances and articles belonging to packing group I and not classified in transport category 0 and substances and articles of the following classes:</p> <p>Class 2: groups T, TC a, TO, TF, TOC and TFC</p> <p>aerosols: groups C, CO, FC, T, TF, TC, TO, TFC and TOC</p> <p>Class 4.1: UN Nos. 3221 to 3224 and 3231 to 3240</p> <p>Class 5.2: UN Nos. 3101 to 3104 and 3111 to 3120</p>	20
1A	Class 1: 1.1B to 1.1J /1.2B to 1.2J/1.3C/1.3G/1.3H/1.3J/1.5D	50
2	<p>Substances or articles belonging to packing group II and not classified in transport categories 0, 1 or 4 and substances of the following classes:</p> <p>Class 2: group F</p> <p>aerosols: group F</p> <p>Class 4.1: UN Nos. 3225 to 3230</p> <p>Class 5.2: UN Nos. 3105 to 3110</p> <p>Class 6.1: substances and articles belonging to packing group III</p> <p>Class 6.2: UN Nos. 2814 and 2900 (risk group 2)</p> <p>Class 9: UN No. 3245</p>	333
2A	Class 1: 1.4B to 1.4G and 1.6N	500
3	<p>Substances and articles belonging to packing group III and not classified in transport categories 0, 2 or 4 and substances and articles of the following classes:</p> <p>Class 2: groups A and O</p> <p>aerosols: groups A and O</p> <p>Class 8: UN Nos. 2794, 2795, 2800 and 3028</p> <p>Class 9: UN Nos. 2990 and 3072</p>	1,000
4	<p>Class 1: 1.4S unlimited</p> <p>Class 4.1: UN Nos. 1331, 1345, 1944, 1945, 2254 and 2623</p> <p>Class 4.2: UN Nos. 1361 and 1362 packing group III</p> <p>Class 7: UN Nos. 2908 to 2911</p> <p>Class 9: UN No. 3268</p> <p>and empty, uncleaned packagings having contained dangerous goods, except for those classified in transport category 0</p>	unlimited

Authorisations

For a variety of reasons it has been found necessary to issue authorisations to allow certain activities to take place outside the strict scope of ADR. These are added to and deleted as the need arises or recedes. They are all time limited (though in some cases the time is substantial). The up-to-date list may be found at:

http://www.dft.gov.uk/stellent/groups/dft_freight/documents/divisionhomepage/028556.hcsp

- No. 1 - bowsers used for diesel
- No. 14 - waste aerosols
- Nos. 16 and 17 - allow carriage of strong alcoholic beverages in non UN approved barrels
- No. 24 allows one wheel chock only to be provided for GB registered transport units on domestic journeys.
- No. 33 extends the exemption for carriers of UN 1202 (diesel/gas oil) to display an emergency telephone number until 30 June 2006

Indeed: UK DfT has extended by one year the Authorisation exempting the carriage of UN 1202 diesel, gas oil and heating oil from the provisions of the Carriage of Dangerous Goods Regulations. Authorisation No 33 will now run until June 30, 2007.

The consultation document on the 2007 regulations will include a thorough review of all authorisations due to run past January 1 and those that are considered still necessary will be reissued.

UK DfT has also set up a new email address for enquiries to the Dangerous Goods Branch. Any such messages should be sent to dangerousgoods@dft.gsi.gov.uk.

DFT DANGEROUS GOODS GUIDANCE NOTE 11: DANGEROUS GOODS IN MACHINERY OR EQUIPMENT - MEASURES TO PREVENT LEAKAGE

NOTE: This Guidance Note is only intended to give helpful advice. It should not be interpreted as a substitute for reading the Regulations.

Background

Regulation 3(6) of the Carriage Regulations applies the RID and ADR exemptions of section 1.1.3 to domestic carriage. Sub-section 1.1.3.1(b) exempts –
“the carriage of machinery or equipment not specified in this Annex and which happen to contain dangerous goods in their internal or operational equipment, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage;”

Measures to prevent leakage

This exemption covers a wide range of machinery, some of which may only be moved very occasionally. The following guidance on measures to prevent leakage also includes a number of mandatory requirements from the Management of Health and Safety at Work Regulations 1999 (MHSWR).

Risk assessment

Regulation 3 of the MHSWR requires all work activities to be risk assessed. The assessment should be suitable and sufficient and be carried out by a competent person who has an understanding of the issues. See HSE guidance leaflet INDG163(Rev1) <http://www.hse.gov.uk/pubns/indg163.pdf>

Design of machinery and equipment

The machinery and equipment should be robust enough to hold dangerous goods during the normal conditions of carriage. The manufacturer should be able to provide advice.

Quantity of dangerous goods

Keep the quantity of dangerous goods as low as practicable.

Preventing leaks

All openings, with the exception of pressure relief devices (if fitted), should be properly closed and secured to prevent opening and leakage during carriage.

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2004 as amended. SI 2004/568 + SI 2005/1732

Loading

Ensure the transport unit is appropriate for the carriage, and that the machinery and equipment are properly loaded and secured during carriage. For example, the fixing of the load in cradles, crates or handling devices to the vehicle or container should be in such a way that it will not become loose or shift during normal conditions of carriage.

Displaying information

If the quantity of dangerous goods exceeds the threshold in 1.1.3.6, consider displaying appropriate hazard warning information on the transport unit e.g. blank orange-coloured panels on the front and rear of the transport unit.

Information and training for the vehicle crew

In accordance with regulations 10 and 13 of MHSWR, ensure the vehicle crew, loaders and unloaders receive appropriate information and training on handling the dangerous goods, machinery and equipment. The information should include “preventative and protective measures”.

Where can I obtain further information?

Text of the Carriage Regulations 2004:
<http://www.opsi.gov.uk/si/si2004/20040568.htm>

Text of the 2005 amendments to Carriage Regulations:
<http://www.opsi.gov.uk/si/si2004/20040568.htm>

Text of 2005 ADR:
www.unece.org/trans/danger/publi/adr/adr2005/05ContentsE.html

"Working with ADR" booklet available on the 'Dangerous Goods transport' pages of DfT's website:
http://www.dft.gov.uk/stellent/groups/dft_transsec/documents/downloadable/dft_transsec_029427.pdf

Enquiry email address: dangerousgoods.roadrailuk@dft.gsi.gov.uk (preferred contact)

Enquiry telephone: 020 7944 2755

Enquiry fax: 020 7944 2039

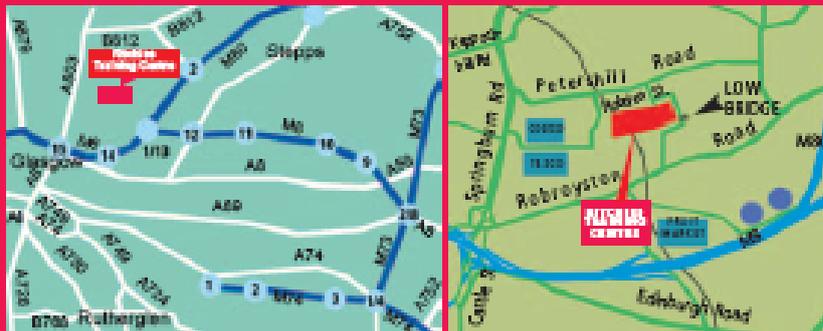
Health and Safety Executive: <http://www.hse.gov.uk/cdg>

DfT Dangerous Goods Branch February 2006

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