

The safe transportation of dangerous goods

The carriage of dangerous goods, whether by road, sea or air is a minefield. The problem is with those operators, both large and small, that don't do the job properly, which makes it harder to compete on a level playing field.

ADR Express specialises in the carriage of dangerous goods, operating mainly under the ADR Regulations. Neil and Beccy Ricketts have been operating ADR Express since 2001, having more than 20 years experience within the transport industry already. However, since Beccy qualified as a Dangerous Goods Safety Advisor (DGSA) last year, it has opened up her eyes to the full implications and complications of carrying hazardous goods.

Knowing that anyone can be a 'white van man', Neil went about purchasing a white van and gained his ADR training certificate in all 9 classes. With his vehicle fully equipped, Neil travels the length and breadth of the UK and Ireland as well as crossing into Europe, covering nearly 100,000 miles a year.

As Neil says: "Have van will travel." Now onto his third Mercedes Sprinter 318cdi van, which is ventilated to meet the special provisions of some class 2 products, and being Type II which meets the requirements for the approval of vehicles intended for the carriage of explosives substances (class 1), ADR Express offers a dedicated express service that can meet all the special provisions for all nine hazardous classes.

Work comes from across all industry sectors, either

directly from manufacturers of chemicals, paints, pharmaceutical products, marine life saving appliances, fuel for motorsport, waste disposal sites and the MOD, as well as transport companies and freight forwarders. Most of the companies on the ADR Express client base are well informed of how to handle dangerous goods and meet the provisions for packing, labelling and documentation. However, ADR Express does come across quite a number of operators that don't have a clue or are very vague on the current regulations. These service providers are often using owner drivers who have gained their ADR vocational training certificate but know less about the regulations than the person supplying them with work. For instance, it was reported earlier this year that two drivers were flouting the regulations and received hefty fines because they tried to board a ferry without declaring the dangerous goods they were carrying.

Industry leaders say it is important that all dangerous goods are correctly labelled, documented and declared for transport so that in the event of an incident, the correct emergency procedures can be followed. ADR Express ensures that their vehicles are appropriately equipped, drivers adequately trained and investment made by employing specialist knowledge – but it is still having to compete with drivers and vehicles that haven't the relevant qualifications, appropriate insurances and who are being told by the operator/freight forwarder that they are allowed to carry the goods because they do not meet the

threshold or that the goods are only Class 9 (Miscellaneous), so are not that dangerous, when in fact Class 9 can be some of the worst products to move.

As a DGSA, Beccy comes across a number of ADR qualified drivers who have a limited understanding of the regulations. They don't even know when to plate up their vehicles and they are still requesting copies of Tremcards that ceased to exist when the new Instructions in Writing came into force. This does not just apply to owner drivers but also drivers who work for transport operators.

Furthermore, a lot of operators do not work closely enough with their DGSAs, if they have one. Those that do employ the services of a DGSA often don't have their working practices monitored, for compliance with the regulations, nor receive an annual report on their activities. No wonder some of these operators are operating outside of the regulations. Even the DGSA doesn't know his/her own obligations.

The recession has made all suppliers look more



ADR Express offers a dedicated service throughout the UK and Europe

closely at the cost of their transport but some are jeopardising people's safety and on a massive scale, to save a few quid! All movements of any dangerous goods should be looked at properly prior to the commencement of the journey, even before a job is quoted for or undertaken to ensure that there are no special provisions that have to be adhered to.

● If ADR Express can be of service to your company, call Neil on 07816 671291 or Beccy on 07973 442354, send an e-mail to: enquiries@adrexpress.co.uk or visit: www.adrexpress.co.uk



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- Class 2 - Gases
- Class 3 - Flammable Liquids
- Class 4 - Flammable Solids
- Class 5 - Oxidising Substances
- Class 6 - Toxic & Infectious Substances
- Class 7 - Radioactives
- Class 8 - Corrosives
- Class 9 - Miscellaneous Substances

Holders of Waste Carriers Licence
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SERVICES INCLUDE:

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Freight Forwarding: world wide services, both air and sea freight.

Groupage/Part Loads : UK & European from single cartons or pallets to multi pallet consignments

Overnight Pallet Service: for both hazardous and non hazardous goods.

Dangerous Goods Safety Advisor Services

Are you involved in the loading, unloading, filling and/or carriage of dangerous goods by road or rail? Whether waste or product you may be required by law to employ the services of a Dangerous Goods Safety Advisor (D.G.S.A.). ADR Express can be contracted to your company to ensure that you are complying with the regulations. Why not arrange for us to come and visit you. We can discuss all your requirements to ensure that you are complying with the legislation. There is no obligation, so you have nothing to lose. Please ring 07973 442354 to make an appointment .

For more information or a for a quick quotation please contact :

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