

Toolbox Talk - A Script for Poster 11



Not our problem? Yes it is.
Yes - the consignor of these goods should have fully complied with the laws and rules for sending dangerous goods - but they didn't.
Yes - the driver should have refused to collect it and bring it to us - but they didn't it.
We can't keep passing the responsibility down the line until it ends with the receiver fixing it!
The UK dangerous goods regulations (ADR) clearly state that a carrier has the responsibility to stop a shipment should they spot an infringement with any aspect of the dangerous goods shipment. That includes problems with the documentation, packaging or, in this case here - the marking and the labelling.

The photograph depicts an overpack. This is a pallet that has, loaded onto it, several different types of dangerous goods packages. The applying of shrink-wrap around it means that we can't see the original marks and labels that were placed on the packages. The consignor must therefore replicate those marks and labels - one of each type - on the outside of the overpack (black shrink-wrap). The consignor has tried to do this but has failed. The wrong flammability mark has been used, there is no mark that clearly states 'Overpack' and there are no orientation (this way up) arrows on opposite sides. This load can't continue with its journey until these problems are rectified and that is our responsibility. Should you see anything like this in our workplace tell your supervisor and/or DGSA or DG Competent person.

It's not my problem



Is it Dangerous Goods?

National Dangerous Goods
Awareness Day 11-7-24
For more information
go to www.badgp.org



All the rules for the safe transport of dangerous goods by road are contained within the ADR manuals. These are enforced by the UK's Carriage of Dangerous Goods & Transportable Pressure Equipment Regulations 2009



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