

NTS

International Express Ltd

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DANGEROUS GOODS POLICY

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1. PURPOSE

To ensure that all materials (including wastes and nominally empty packages) of whatever quantity that are despatched from a site, and which are defined as dangerous goods for transport, have been recognised as such and have been:

- a) classified and appropriately identified, i.e., allocated a Class/Division, United Nations number (UN number) and Proper Shipping Name (PSN) and Packing Group (PG) (if applicable)
- b) contained, i.e., packaged or contained in a suitable tank/tanker or bulk vehicle.
- c) labelled and/or marked.
- d) advised in advance to the carrier, where applicable
- e) fully and correctly documented
- f) loaded, segregated, and secured, where applicable
- g) placarded and vehicle marked, where applicable
- h) driven by vocationally trained and appropriately certified drivers, where applicable
- i) carried in accordance with any applicable restrictions or requirements.

(Dangerous goods are chemicals and articles that have an intrinsic hazard such that control as a “dangerous good” is deemed necessary by the appropriate authority for the mode(s) of transport being considered. If in doubt, the material should be considered dangerous until it has been examined by a trained and competent classifier.) The carriage of dangerous goods must conform to the relevant national and/or international legislative requirements. In addition, carriage must only be undertaken by competent staff (permanent or temporary) who have received adequate preliminary instruction and regular refresher training in the requirements of the legislation. Further, carriage of dangerous goods can only be undertaken by carriers who are approved for the purpose.

2. TRAINING

No employee can be involved in activities of any type that may affect the safe transport of dangerous goods until they have received appropriate instruction (basic awareness, function specific, security and safety issues), and regular recurrent training as necessary. Records of such training shall be kept by the employer and made available to the employee. Any employee requested or directed to carry out a task for which they are not adequately trained must not do so. They must report the incident to their management.

3. DANGEROUS GOODS SAFETY ADVISERS

The Company is a significant carrier or related packer, loader, filler, unloader or consignor of dangerous goods and has appointed a Dangerous Goods Safety Adviser (DGSA), the DGSA should be consulted at all stages when preparing goods for transport and if any issues arise.

If an accident (irrespective of whether the dangerous goods are directly involved in the accident) occurs that affects the health and safety of any person, or causes damage to property or to the environment, the DGSA must be advised of this so they may prepare an accident report for the organisation. All accident reports must be kept for a period of five years.

In certain situations, reporting transport accidents/incidents involving dangerous goods is an additional requirement under ADR. The Company will require the DGSA to monitor activities concerning the transport of dangerous materials from its individual sites. The Company also demands that all employees co-operate with such monitoring.

4. USE OF EMPLOYEE VEHICLES

Only vehicles authorised by the company may be used for the transport of dangerous goods by road. Carriage in any other vehicles is not permitted.

5. POST

The transport of dangerous goods by post or similar services is prohibited.

6. SECURITY

Employees involved with the transportation of dangerous goods must report any concerns or incidents relating to breaches, or possible breaches, of security in relation to their management.

7. POLICY REVIEW

Document approved by:	
Rebecca Ricketts – DGSA	30/11/2023
Dean Rough - UK Director – NTS	30/11/2023
Reviewed by (to be reviewed annually by senior management / Directors)	
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