

LEN HALL CHEMICAL CONSULTANT

DANGEROUS GOODS SAFETY ADVISER
HEALTH AND SAFETY ADVISER
QUALITY ASSURANCE ADVISER

NEWSLETTER SEPTEMBER 2008

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LEN HALL CHEMICAL CONSULTANT

Len Hall Chemical Consultant came into being following more than 30 years in the manufacturing and distribution sector of the chemical industry and in 1999 I signed my first contract to act as Dangerous Goods Safety Adviser and things have progressed well from this point forward.

Len Hall Chemical Consultant has operated as a sole trader for the past nine years and the time has come to change the style of the business to that of a limited company. I have made arrangements for the business to change its name to Len Hall Chemical Consultants Limited, with effect from 1st October 2008 from which time all invoices and payments will reflect this change of title. For a limited period facilities will be available so that any payment made in the name of Len Hall Chemical Consultant can still be paid into my bank.

Contracts for services provided by Len Hall Chemical Consultant will be transferred automatically to Len Hall Chemical Consultants Limited without any changes to the arrangements currently in place.

The main thing that will not change is that it will still be Len Hall looking after your requirements and providing advice as and when required.

If you have any concerns regarding this change please contact me and I will explain any difficulties that you may have.

Workplace Traffic

The subject of workplace traffic is a serious matter for all sectors of industry but none more so than those involved in warehousing and distribution. The HSE have just produced a Workplace Traffic Checklist, a 10 point check to manage the risk, consisting of tick boxes with a series of references at the end to help in correcting any negative answers. You can access this document [by clicking here.](#)

ADR 2009

It is now a familiar experience that every two years the Regulations governing the carriage of dangerous goods are updated and the requirements are modified to meet the changing needs of the chemical industry. 2009 is the year for the next change for the regulations governing the carriage of dangerous goods by road, ADR, and by sea, IMDG.

The changes to ADR have been available on the Internet for some weeks now and the whole 170 pages of changes can be viewed [by clicking here.](#)

However if you don't wish to read through this text I have [extracted the most important points](#) and included them with this newsletter. The only thing that isn't clear at the moment is the timing of the introduction of the changes, ADR is implemented in July of the year of the change, but some of the beneficial changes may be permitted from January 2009 to allow companies to take advantage of the beneficial changes in requirements.

In the various panels of this Newsletter under the banner headline ADR 2009 you will find the main changes that will affect most of my clients, if you require additional information just contact me by the usual methods.

Dangerous Goods Load Calculator

I have designed a dangerous goods load calculator which allows you to enter the number of packs, pack size and transport category for a series of consignments making up a truck load which automatically tells you whether the combined load is a dangerous goods load or not. This programme takes account of the various load thresholds and the transport categories of the goods entered. You can try this programme at:

www.lenhallcc.co.uk

just click on DG LOAD CALCULATOR and give it a try if you like it and it is useful it can be downloaded free of charge.

**ADR 2009
Instructions in Writing**

Instructions in writing, or TREM cards to you and me, have always been supplied by the consignor of dangerous goods and carried by the driver. From January 2009 this responsibility will be transferred to the carrier – it will be the carrier’s duty to provide the driver with a TREM card.

This sounds more complicated than it is in reality because in changing this requirement a new TREM card that covers all classes will be introduced. Once the new TREM card has been issued to the driver he will keep the TREM card in his vehicle for the foreseeable future.

The new TREM card, which will cover all classes, shows all of the class warning symbols on the left and against each class the hazard represented by that class and the action to be taken in the event of an emergency. In addition to this information there are general instructions to the driver as to what to do in the event of an accident.

Additionally the requirement for TREM cards to be in the languages of all of the countries through which the goods will be carried will disappear. The TREM card will have to be in a language understood by the driver, and crew, and that is all. If the journey involves carriage through Europe the driver and the emergency services will have a TREM card in their own language so they can follow the instructions for a certain class of goods as indicated by the labels or documents.

I have included a sample of the new TREM card design with this information pack, which accompanied this newsletter.

Further details of the new TREM card requirements can be found [by clicking here](#).

It is my intention to make these TREM cards available as a double-sided laminated A4 size document through my sales web site www.BseenBsafe.co.uk

DSEAR 2002

Do you store or process materials classified as explosive, oxidising, extremely flammable, highly flammable or flammable. If the answer is YES have you carried out a DSEAR Risk Assessment – if not you should have and Len Hall Chemical Consultants can assist with this process.

**ADR 2009
Safety Equipment**

The safety equipment required on vehicles carrying dangerous goods loads is to be amended from the implementation of ADR 2009 with some general additional items and some items of safety equipment specific to the classes of goods being carried.

For all classes of dangerous goods:

On each vehicle:

one wheel chock of a size suited to the maximum mass of the vehicle and to the diameter of the wheel;
two self-standing warning triangles;
fire extinguishers depending upon vehicle size.

and for each member of the vehicle crew

one high visibility vest;
one torch;
one pair of protective gloves;
one eye protection (e.g. protective goggles).

For specific classes

All classes except 1, 1.4, 1.5, 1.6, 2.1, 2.2, & 2.3

One eye wash bottle per vehicle.

For classes 2.1 and 6.1

One escape mask with a filter that at least meets A1B1E1K1-P1 specification for each member of the crew.

For classes 3, 4.1, 4.3, 8 & 9

One drain seal, a plastic collecting container, a shovel.

BseenBsafe will be offering for sale, neoprene drain covers and 20 litre spill kits, along with the various items of ADR safety equipment already available, all at competitive prices at: www.bseenbsafe.co.uk

ADR 2009

I have identified the main changes in ADR but in 168 pages of changes to ADR there are many other changes, mostly minor, and specific to particular activities.

A couple of notable examples are vehicles carrying more than 8 tonnes of goods packed as limited quantities will be required to display markings on the vehicle if they are not showing orange plates.

There will be new markings for a new classification of packages described as “exempted packages” which will be treated in a similar way to limited quantities.

The full details of the main changes are included in the ADR update supplied with this Newsletter alternatively the report is available [by clicking here](#).

Wherever I have indicated in this Newsletter that further information is available all you need to do is go to my web site www.lenhallcc.co.uk open the Newsletter and the links to the are embedded in the text – click & go.