FREIGHTROUTE
THE PALLET DELIVERY SYSTEM

INCORPORATING
VALLANCE
THE PALLET DELIVERY SYSTEM

# The Freightroute **ADR Network**

# Express Pallet Network

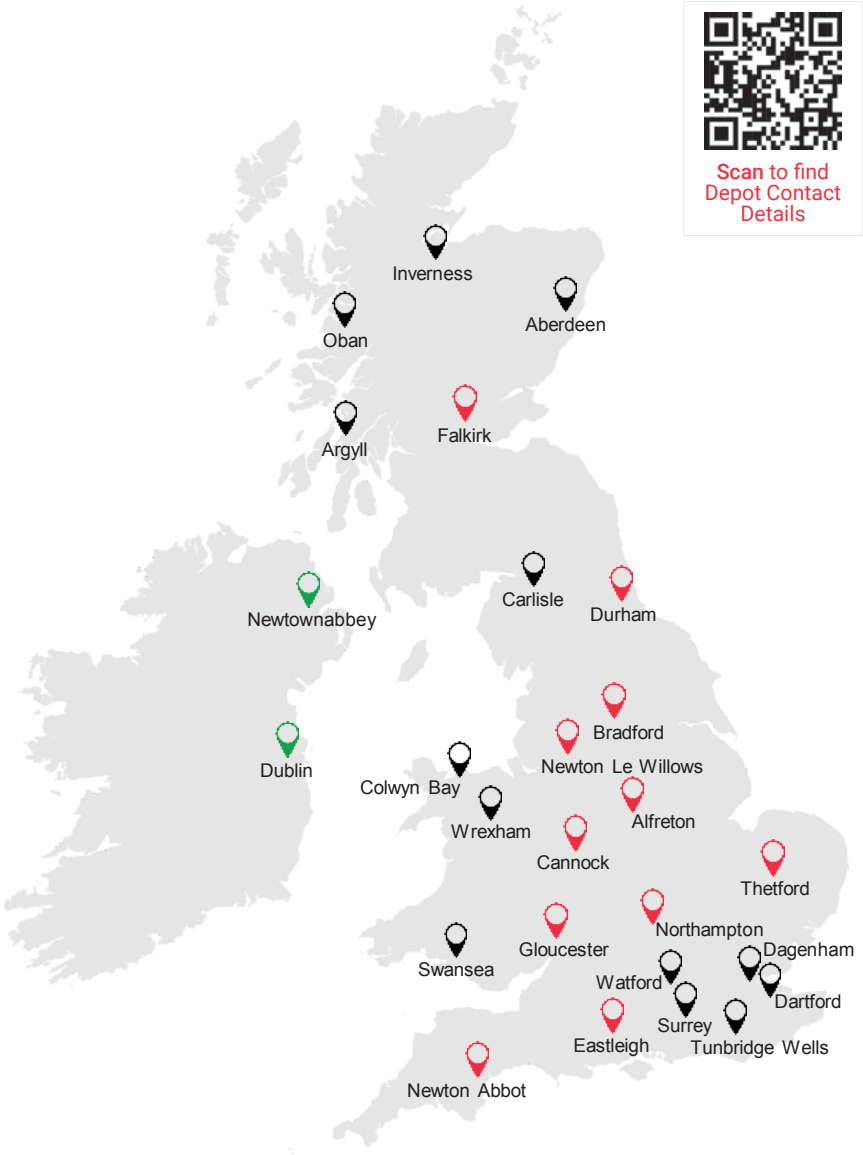
**Nationwide delivery of palletised products throughout the UK and Ireland.**

**Depot Locations:**

**Freightroute Delivery Depots**

**Partner Depots**

**Ireland**



# The Freightroute ADR Network

## DANGEROUS GOODS

The carriage of dangerous goods is a very specialist area where choosing the right carrier is not based on the cheapest option but critically it is about ensuring that, as the consignor of the goods, you are always operating within the regulations and ensuring that your service provider is doing the same.

Freightroute has excellent links in all geographic areas, ensuring you that throughout the supply chain your goods will be carried by fully trained professionals on equipped vehicles daily; our ethos is built on safety and service first.

We understand absolutely what requires to be addressed in this area from the adherence of stringent regulations to the need for an OTIF of 99.98%.

Quite simply this is a specialist area of logistics where the utmost professionalism and experience needs to be of paramount importance when considering who should transport your dangerous goods.

t.0800 158 44 01

# Obligations Of The Consignor

The transport of dangerous goods by road is governed by the European Agreement known as ADR which in Great Britain is generally applied by the CDG Regulations 2009 (as amended).

In the UK, consignors of Hazardous Goods must be trained commensurate with their duties and employ the services of a DGSA, Dangerous Goods Safety Advisor, either employed or on a consultancy basis. However a DGSA is not required for carrying dangerous goods in limited quantities or below the small load thresholds.

The consignor is responsible for the correct identification, classification, packaging, marking, labelling and the information on the transport documentation (see overleaf). This responsibility cannot be shifted onto the carrier.

The consignor must also be aware of the requirement for the carrier's driver to be appropriately trained, certificated, licensed and has a duty not to load the goods where this is not the case.

Tendering an undeclared or incorrectly declared dangerous goods consignment is irresponsible, dangerous and a breach of the CDG Regulations. Potential impounding of the transport unit and the imposition of fines may also result.

It should also be remembered that dangerous goods regulations are not the only legislation which impacts on the transport of dangerous goods. The shipper is accountable for training under the Health and Safety at Work Act and anyone who is in breach of this requirement is liable to be prosecuted.

Please consult a reputable dangerous goods training/ consulting company to obtain the training necessary to prepare and despatch dangerous goods consignments safely.

This can also be provided by Freightroute through our accredited training team. For advice and further information email sales.admin@freightroute.co.uk

## Specific ADR Consignment Documentation

According to ADR 5.4.1.1 all transport documentation for dangerous goods transported by road must contain the following information in this specific order:

- The UN Number
- Proper Shipping Name supplemented by technical name where necessary
- Class (with subsidiary hazard(s), if any, in brackets)
- Packing Group (where assigned)
- Tunnel Code
- Number and description of packages
- Total quantity of each item of different UN Number
- Name/address/Tel No. of consignor
- Name/address of consignee(s). Where there are multiple consignees not known at the start of the journey, the words “Delivery Sale” may be used
- Declaration relating to any special agreement, where applicable (uncommon)
- Customers despatching Dangerous Goods under special provision must advise us prior to despatch if those special provisions prohibit / restrict the carriage of the goods or relate to special carriage conditions / precautions.

## ADR Offshore Consignments

All dangerous goods consignments going offshore via a maritime route must be packaged, marked and labelled in line with the International Maritime Dangerous Goods Code (IMDG). All consignments must be accompanied by an International Maritime Dangerous Goods Note (IMDGN). The IMDGN must be completed by a competent person and contain all of the information as detailed on an IMDG Checklist.

**CDG** – Carriage of Dangerous Goods
**DGN** – Dangerous Goods Note
**DGSA** – Dangerous Goods Safety Advisor
**DVSA** – Driver and Vehicle Standards Agency
**SWL** – Safe Working Load

**The leading cause of transport delays and shipment rejections is missing or inaccurate documentation, which exposes the operation to compliance issues and potential disruption.**

## Guidance/Best Practice on Pallet Distribution

Please note, pallets and the goods on them are handled several times throughout their journey within our shared user Pallet Network System to your customer. Best practice by all involved is essential to ensure that the goods arrive on time and just as they left your operation!

- Make sure the pallets are fit for purpose, damage free, that they meet the SWL (Safe Working Load) for the goods to be carried on them and that 4 way pallets are used if tail lift delivery is required
- Make sure only suitable ADR packaging for products is used and that drums & IBC's are in date
- Make sure the goods are sufficiently secured to the pallet by way of banding, wrapping, strapping as suitable for the goods size, weight and height to be transported
- Distribute the goods/weight evenly across the pallet platform
- Do not allow the goods to overhang the pallet platform
- Bagged freight should always be protected around the lower 600mm of the goods by way of cardboard shrouds
- Do not load more than the specified weight requirements for safe handling
- Check the goods for leaks/damage before dispatch
- Make sure the goods have the correct hazard labels and / or marks on them
- Preferably use clear shrink wrap so that dangerous goods marks and labels can be seen by roadside DVSA inspectors, the emergency services and those transporting the goods
- **When the package hazard labels are obscured by either shrink or black wrap or literally facing the wrong way; the word OVERPACK must be displayed on the outer wrap (> 12mm). All hazard labels (one for each class), UN numbers and required markings, such as orientation arrows for liquids, or limited quantities if applicable, must be repeated on the overpack if they are not visible on the packages.**

For advice and further information email sales.admin@freightroute.co.uk

# ADR Services Offered

- Next Day / Economy 2-3 Day
- UK / Ireland / Offshore
- AM / Timed Deliveries / Booked Deliveries
- Tail lift requirements
- Multi pallet consignments
- Full and part load services
- Reverse Collections
- Third Party Collection/Delivery
- Saturday AM by arrangement
- Out of gauge pallets
- Online Booking
- Customer specific ADR product database
- System produced Transport Documentation
- KPI Reports
- Electronic Proof of Delivery

# Limited Quantities

In the three most used dangerous goods rules (ADR/ IMDG Code/IATA Dangerous Goods Regulations) there are provisions for sending materials in small quantities known as dangerous goods in limited quantities (LQ). For goods that can be consigned in small quantities as LQs there are some exemptions within the dangerous goods rules. Note that these are exemptions from parts of, and not all of, the rules.

Detailed information can be found in ADR Chapter 3.4 (road), IMDG Code Chapter 3.4 (sea) and IATA Dangerous Goods Regulations Chapter 2.7 (air).

The main criteria revolve around the size of the inner packaging which contains the material and then the overall gross weight of the outer package. Smaller quantities of Packing Groups II and III materials can usually be sent as LQ, however not all hazardous classes are eligible for LQ exemptions. Those that are not include Class 1 Explosives, (except small arms ammunition), Class 4.2 Substances liable to Spontaneous Combustion, Class 6.2 Infectious substances, and Class 7 Radioactives. UN certified packages are not required for LQs, although packages must protect the goods and prevent leakage under normal transport conditions. Combination packages must be used which, for ADR (road) and IMDG (sea), must show the LQ mark instead of the UN Number, Proper Shipping Name and hazard class labels. If the inner packagings contain liquids, normally orientation arrow marks are also required on two sides of a combination package.

For road and sea, the inner packaging size can range up to 5 kg or litres, but the outer package must not exceed 30 kg gross weight. For items on shrink-wrapped trays, such as aerosols, this maximum package size reduces to 20 kg gross weight. Air transport has differing overall package sizes depending on material. A simple road/sea example would be; if the LQ maximum allowable weight per inner packaging was 5 kg, 5 x 5 kg inner packagings could be placed inside the outer package, allowing 5 kg for the weight of packaging material. Equally 25 x 1 kg or litre inner packagings could be placed within the outer package. Inner packagings exceeding 5 kg or litres are too large to be LQs and the goods become fully regulated.

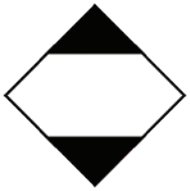
For LQ we request that the Transport Documentation declares the product detail for safety reasons.

For sea and air freight a Dangerous Goods Note is still required to accompany a LQ shipment and it must contain the information specified for LQ's in the relevant rules (refer to the rules to ensure compliance).
IATA consignors must hold a current IATA shippers qualification to send dangerous goods by air.

# Marking and Labelling

The application of dangerous goods labelling and/or marking is the responsibility of the consignor. Before offering dangerous goods for transport consignors must ensure that they have been properly identified, packed, labelled, marked and documented in compliance with ADR. Ensuring correct labelling and/or marking is essential in the safe transport of dangerous goods. This is true for both fully regulated goods and LQs. The format of all hazard labels and marks must conform in shape format, symbol and text shown in the regulations.

- **Dimensions:** hazard labels must conform to minimum dimensions in accordance with regulations and set an angle of 45° (diamond shaped) nominally 100mm x 100mm
- **Location:** labels should be affixed adjacent to the shipper's or consignee's address appearing on the package
- **Visibility:** labels and marks must be so placed on the packages or overpacks that they are not covered or obscured by any part of or attachment to the packaging or any other label or marking
- **Duplication:** for IBC or large packagings labels and marks should be placed on two opposite sides one of which should be the tap side
- **Durability:** the material of every label, the printing and any adhesive thereon must be sufficiently durable to withstand normal transport conditions including open weather exposure without a substantial reduction in effectiveness
- **Labels:** irrelevant, incorrect or damaged labels or marks already on the package or overpack shall be removed or obliterated
- **Markings for OVERPACK:** unless all markings representative of all dangerous goods on the pallet are clearly visible, the overpack must be marked with the word "**OVERPACK**" and the marks and labels shown on the outer wrap



Label for road and sea

Label for air freight

# UN Danger Classes and Divisions That We Carry Through The Network

(Items highlighted in RED are **NOT** transported by Freightroute)

1. to 1.6 Explosives
(1.4S only accepted seek clarification)

2.1 Flammable Gases

2.2 Non Flammable Non Toxic Gases

2.3 Toxic Gases

3.0 Flammable Liquids

4.1 Flammable Solids, Self-Reactive Substances, Polymerising Substances and Solid Desensitised Explosives (excluding those that require temperature controlled vehicles)

4.2 Substances liable to Spontaneous Combustion

4.3 Substances which in contact with water emit Flammable Gases (strict consultation with the Health and Safety Department required)

5.1 Oxidizing Substances

5.2 Organic Peroxides
(excluding those that require temperature controlled vehicles)

6.1 Toxic Substances

6.2 Infectious Substances

7.0 Radioactive Material
(only permitted UN2908, UN2909, UN2910 & UN2911, all transport category 4)

8.0 Corrosive Substances

9.0 Miscellaneous Dangerous Substances and Articles

**Further Information:**
(Proper shipping names not required on packages except 1, 2 and 7)
(Packing groups are required for all classes except 1, 2, 6.2 and 7)

**Head Office / Registered Office:** Chowns Mill Business Park, Station Road, Irthlingborough, Northants, NN9 5QQ

Reg. No: 1087160 England
All goods will be carried in accordance with the latest version of the RHA terms and conditions.