

Introduction To The Transport Of Dangerous Goods

Transport Of Dangerous Goods Modal Regulations

Introduction

The United Nations (UN) Recommendations and Model Regulations for the safe transport of dangerous goods, otherwise known as the UN Orange Book form the basis for the modal (road, rail, sea, air and inland waterways) regulations governing the different modes of transport.

Additional requirements specific to the mode of transport are incorporated within the modal regulations, which are updated every two years (road, rail, sea and inland waterways) to reflect the work of the dangerous goods committees. The IATA (air) regulations are updated annually.

CHCS Members can read a detailed overview of the "[Model Regulations](#)" and the "[UK Requirements](#)"

Carriage By Road

The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). ADR includes specific vehicle and tank requirements and other road specific operational requirements, such as driver training.

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended) apply ADR in Great Britain - England, Wales and Scotland.

Carriage By Rail

Appendix C of the Convention Covering International Carriage by Rail: International Carriage of Dangerous Goods by Rail. (RID)

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended) apply in Great Britain.

Transport By Inland Waterway

In the European Union, the International Carriage of Dangerous Goods by Inland Navigation (ADN).

ADN only applies in the UK in relation to training and examination for dangerous goods safety advisers. It is not applicable to the carriage of dangerous goods by inland waterways within the UK, due to the UK island status i.e. no connection to European inland waterways.

Transport By Sea

The International Maritime Dangerous Goods (IMDG) code.

IMDG incorporates specific requirements for marine transport, including identification of dangerous goods that are classified as marine pollutants, and loading of cargo transport units.



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In the UK, the Merchant Shipping (Dangerous Goods and Marine Pollutant) Regulations 1997 and the Dangerous Substances in Harbour Areas Regulations 1987 also apply.

Transport By Air

The International Civil Aviation Organization's (ICAO) Technical Instructions are an internationally agreed set of provisions governing the requirements for transporting dangerous goods by air.

The International Air Transport Association (IATA) publishes the Dangerous Goods Regulations in accordance with the ICAO technical instructions.

IATA provisions specific to air transportation of dangerous goods includes State (Country) and Operator (airline) variations and distinguishes between passenger and cargo aircraft in defining quantities that may be transported.



CHCS Training

CHCS offers Modular Training Courses on the writing of Safety Data Sheets (SDSs), and related issues such as classification, labelling and other documentation. For more information see [CHCS Training](#). In particular we offer the following two courses related to the transport of dangerous goods:

- [Classification For Transport](#)
- [Transport Labelling & Documentation](#)

If you have any queries about our training, please [Contact CHCS](#).

Chemicals Legislation Support From CHCS

We provide a range of pages on this website that provide you with an introduction to different aspects of chemicals legislation / regulation:

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[Brexit](#)

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[International Legislation](#)

[GHS Pictograms](#)

[Transport: Model Regulations](#)

[European Legislation](#)

[EU Law Making Process](#)

[Transport: UK Requirements](#)

[UK Legislation](#)

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[REACH Regulation](#)

[Prior Informed Consent \(PIC\)](#)

[Seveso III Directive](#)

[CLP Regulation](#)

[The Cosmetics Regulation](#)

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