



July 2008

SQA On Line Survey

At the end of 2007 the Department of Transport (DfT) asked the Scottish Qualification Authority (SQA) to conduct a review of the ADR driver training scheme. For this review SQA set up a Quality Development Group (QDG). The QDG consists of members from various organisations with a vested interest in driver training. These “stakeholders” represent HSE, employers organisations, trade associations (RHA, FTA), Ministry Of Defence, skills for logistics, training companies and of course the National Dangerous Goods Training Consortium (NDGTC) was also represented.

Peter Wedell-Hall of the Driving Standards Agency (DSA) was also present. The DSA will be taking over from the DfT role from January 2009. The DfT will still be in charge of setting policy with DSA taking over the day to day running of ADR training.

At the first meeting of the Quality Development Group Robert Newman (DfT) stated that training had to be compliant with GB/ NI law, the Carriage of Dangerous Goods and the Use of Transportable Pressure Equipment Regulations 2007 (CDG).

The regulations in turn refer to Chapter 8.2 of the European Agreement for the carriage of Dangerous Goods by Road- ADR (Accord européen relatif au transport international des marchandises dangereuses par route).

At present it could be said that training courses in the UK are not aligned to the wording of ADR. In the UK the course for training drivers is modular, candidates can pick and choose which modules they wish to attend. For this reason the overriding objective of the QDG was to closer aligned driver training with the requirements of ADR.

Four main stages of review of the scheme are planned-

Stage 1	Research	Stage 2	Development
Stage 3	Validation	Stage 4	Implementation

The proposed introduction of the changes is to be completed by the end of 2008 for implementation from January 2009.

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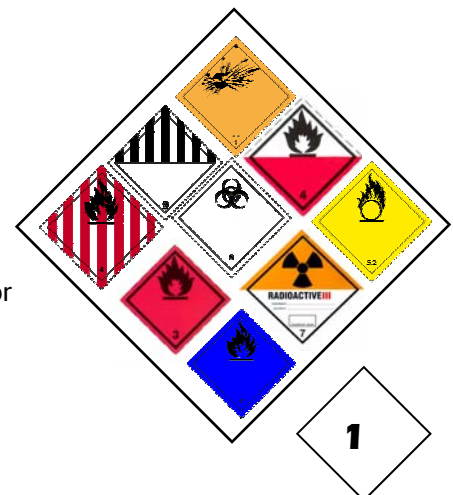
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The remit of the QDG was set out- to review the existing scheme and revise the qualification structure. The decisions made by the QDG also had to be communicated to a wider stakeholder group. With this in mind two sub committees were set up. One committee was tasked to look at the training syllabus, the other to make up a questionnaire for putting out for general consultation.



The sub committee for updating the syllabus decided that the basic course as in chapter 8.2 should be followed. This basic course would include what we at present call Core, Packages and classes 2,3,4,5,6,8 and 9 modules over three days.

Initial Courses

All drivers who carry dangerous goods would have to take the basic course and exams. There would no longer be an option to take individual class modules training and exams. The 3 day course would include the 18 teaching units (as specified in ADR), the practical training units and examinations.

The Tanker, Class 1 and Class 7 would still be specialist units that could only be completed after the driver has taken the basic course and examination(s). The QDG also set about modernising the driver training syllabus. SQA has an existing quality development model which is used for developing national (NVQ / SVQ) qualifications. Each unit will be designed around the following outlines:

- What this unit is all about
- What should I know or be able to do before I start
- What will I know or be able to do when I complete this unit
- What might this involve
- How the unit is to be delivered
- How will I show that I have achieved this unit
- What can I do next
- What will I have to do
- Further guidance

Refresher Training

ADR states that refresher training must be given, which should last at least two days. ADR does not state anything about how many teaching sessions are required.

The changes proposed may be the most controversial part of the consultation. It has been suggested that there should not be a refresher course. The refresher course would be replaced with a revalidation course i.e. taking the full basic course again to revalidate the ADR certificate.

The refresher course at the present time is two days duration (this includes training, the practical sessions and examinations). This would be replaced by the three day basic course.

It is proposed that shortened courses for Tanks, Class 1 (Explosives) and Class 7 (Radioactive) would be available.

Examination(s)

At present a driver who took the standard ADR course takes a minimum of five exams (Core, Packages, Common Characteristics, Group A (Classes 2,3,6 & 8) and Group B (Classes 4,5 & 9)).

The proposal is this should be replaced by two or three exams. The driver would have to pass all 3 exams to gain their certificate. Not only would the driver have to pass all three exams but the marking would be weighted. The driver would have to get correct a certain number of questions which deal with each class of substance. If the required number of questions per class is not passed the driver would not get a certificate.

Consultation of Stakeholders

The second of the sub committees was given the task of developing questions for an online survey. This task has now been completed.

Online Survey

The questions that the sub committee developed have now been placed on the web for stakeholder's response.

The first page gives a background to the survey, it also allows for the respondent to provide their name and email address (this is not a mandatory requirement). This serves the purpose that SQA can contact you if they require any further clarification to your responses.

The second page asks for a description of the type of organisation that you represent:

Training provider, Employer organisation, Trade association, Private company, MOD, Government department, Drive, Trade union. This section has to be completed (mandatory field) as it will determine what questions follow. The survey can be found at:

http://www.surveymonkey.com/s.aspx?sm=DyaerRX01OyMQkfyWLJQpQ_3d_3d a link to this website can be found at the National Dangerous Goods Training Consortium website:

www.ndgtc.co.uk.

SQA wish ALL stakeholders to have their say. **DRIVERS** especially.

Tanker training day At TDG

The New tanker DVD has recently been released, this has been three years in the making at a cost of £25.000 with contributions from tanker manufacture Peter Norris Clayton tankers, Jeff Hart from the Department for Transport, and contribution from tanker and chemical companies, Kalon Paints Batley, Tesco Petrol station and Tanker, Cray Valley Resins Immingham, Tanker Wash Bay and Staff at TDG, BOC Gases and Hoyer International tankers Huddersfield.

To accompany the DVD release David Gibson of TDG held a one training day about tankers, he offered both live practical and classroom training demonstration about types of tanks and their various use's this was based around questions and answers secession. The training day also included a walk around the yard at Batley; observing tankers being cleaned have a closer inspection of various types of tanks, modern operating systems and operation of a petrol tank.

The training day was well attended by consortium members who had travelled some distances East Anglia, Scotland, Hampshire, Kent as well as local consortium members. The attendees all received a training booklet, CD rom. that accompany the training day. The feed back from the day was very positive and I hope you all found some benefit from the tanker training day.

Thanks for your support with the training day it makes the hard work worth while.



Another Tank Training Day

David Gibson is planning to run another Tanker training day at TDG if you are interested in attending get in touch with Chris Pursey (Administrator).

Suggested dates are 21st August or 11th Sept.

2008

GLOWING TO WORK

IT'S the perfect outfit for Scots labourers who want to show off their national pride.

The high-visibility kilt keeps workers safe on site and has plenty room for their tools.

Made by Swedish firm Blakläder, it has several pockets and even a loop to hang your hammer.



Reflective Safety Kilts

In the last issue of Dangerous ENews an article on the reflective kilt appeared.

This cultural innovation allowing Scots to show their national pride and allowing keeping up to date with this modern fashion statement.

The picture from The Daily Record shows that the reflective kilt is not just a figment of my imagination but is in fact a reality.

I wonder if ADR will change Section to include the use of such a useful piece of safety equipment. The only question is where do you keep your Instructions in Writing.

Top this for a speeding ticket...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



Promession

After you have gone what do you wish done to your body. Burial, cremation getting your ashes turned into a diamond or fired into space are a few options. There is a new method of dealing with the body "Promession". Wikipedia says the following:

Promession is an ecological-conscious method for disposing of human remains by freeze drying. It was invented and 1999 by the Swedish biologist Susanne Wijgh-Masa.

The method is based on three steps:

1. Reducing the body of the deceased to a fine powder, thereby allowing subsequent decomposition to be aerobic. This is achieved by submerging the body in liquid nitrogen, making the remains so brittle that they shatter into a powder as the result of slight vibrations. The powder is then dried, reducing the deceased remains to around 30% of their original body weight.
2. Removing and recycling metals within the powdered remains.
3. Shallow-burying the powder in a biodegradable casket.

The first facilities for promession-based funerals, known as Promators, are due to be ready in 2008. They will be located in Sweden, Germany, Great Britain, South Korea and South Africa.

The volume of remains left by this procedure is about three times that left by a cremation, but the advantages claimed include avoiding the release of pollutants into the atmosphere (for instance, mercury vapour from dental fillings) and the rapid degradation of the remains after the procedure (within 6 to 12 months). The procedure meets the requirements of new European Union pollution laws.

The terms "promession" and "Promator" are neologisms. "Promession" is derived from the Italian word for "promise" (*promessa*), the promise being the good environmental management of the Earth.

Thanks to David Gibson for this article.

Holiday Snaps

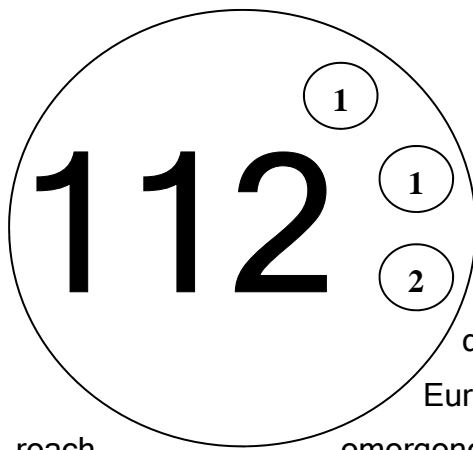
Talk about a busman's holiday. It has nothing on ADR instructors when on holiday.

There is no getting away from the job at all. Anytime a tanker passes, it is out with the camera to take pictures. Not that I would ever do such a thing myself.

On this occasion the pictures were taken by Mike Billington while he holidayed in earlier this year in Cambodia.

I like the picture of the pig transporter, piggy in the middle thank you for the pictures Mike.





What is 112?

112 is the single European emergency number to dial free of charge in case of an emergency across the European Union (EU). Any citizen should be able to reach emergency services when dialling 112, either from a fixed or mobile phone. Its origins begin in 1991 when the European Commission set out the introduction. Since 2003 there have been specific obligations for member states.

This would mean only one number to remember even when under the pressure of an emergency situation.

Will 112 replace 999?

No. The intention is that 112 should operate alongside existing national numbers. This is the case in most member states. There are exceptions: Denmark, the Netherlands and Sweden use 112 as their only emergency number.

Caller Location

The location of the caller is shown to the emergency operator. From fixed lines the address is shown, from mobiles points to the mobile network cell (antenna) from which the 112 call originates.

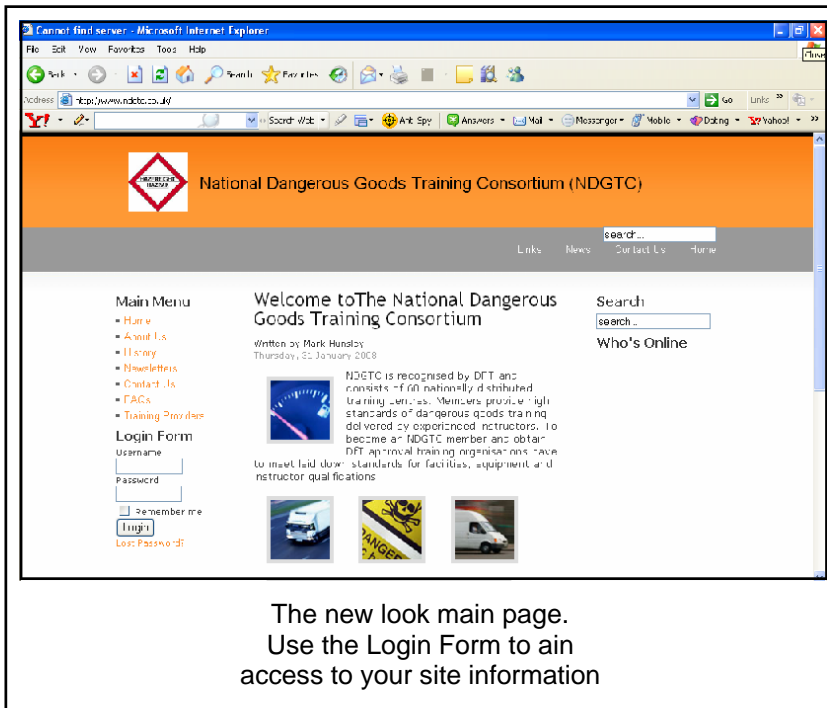
Language

Operators increasingly have to handle calls in different languages. Emergency calls can normally be handled in English (Austria, Bulgaria, Czech Republic, Denmark, Germany, Estonia, Finland, France, Greece, Hungary, Lithuania, Malta, Netherlands, Slovenia and Spain). In addition several countries have special arrangements allowing call centres with multilingual staff on duty or by using interpretation services (which is the preferred method in the UK).

For further information the European Commission has launched a dedicated website on 112:

<http://ec.europa.eu.112>.

NDGTC Website



The new look main page.
Use the Login Form to gain access to your site information

The NDGTC has now launched a new layout to our website. The difference being it can be altered amended quite quickly to help centres keep up to date on what is going on.

You will need to visit the site to upload some information.

This can be done by logging on. The process is straight forward. Use the login code that Chris gave you for the old website.

Password

When you get onto the new site you can change the password to one of your choice. After you have logged on go to “Your Details”.

Maintain Company

You can also update your own company details such as address etc at the “Maintain Company” section.

Course Notes / PowerPoint Presentation

Remember updated course notes and PowerPoint presentations are available for members to download. You do not have to rely on the post.

Chris Pursey will email you when any changes have been made that you have to download.

It certain that the website is going to be great asset to the NDGTC.

**The Carriage of Dangerous Goods and Use of Transportable
Pressure Equipment Regulations 2009
(CDG 2009)**

The Consultation Document on CDG 2009 which sets out proposals to implement the European Directive relating to the carriage of dangerous goods is now currently available on the DGD Website <http://www.dft.gov.uk/consultations/open/cdg/> . It also consists of:

- ◆ a summary and Impact Assessment of all the high impact changes to RID, ADR and ADN 2009;
- ◆ a separate draft copy of the proposed Regulations;
- ◆ a questionnaire form for you to use to record your responses and return to us;
- ◆ Scientifics Report of all the main 2009 changes to RID, ADR and ADN.

The DfT are in the process of developing an online questionnaire which will allow the user the option to either complete the questionnaire directly online or download as a word document. This should be available soon from:

<http://www.dft.gov.uk/consultations/open/cdg/>

In the meantime, if you wish to respond to the consultation, you will need to complete the questionnaire in the consultation document (Appendix 1) and forward to the DfT by 10th October 2009 by the following methods:

By post: Regulations Team
Dangerous Goods Division
Department for Transport
Zone 2/34
Great Minster House
Marsham Street
LONDON SW1P 4DR

By email: DG.Consult2009@dft.gsi.gov.uk

By fax: 020 7944 2039



Protecting people
Preventing harm
Preparing for threats

CHaPD Report

The Environmental Health and Risk
Assessment Unit of the Chemical

Hazards and Poisons Division (CHaPD) produces quarterly reports on the national chemical incidents surveillance service for England and Wales.

http://www.hpa.org.uk/web/HPAwebFile/HPAweb_C/1211184033548

UN 3164 ARTICLES, PRESSURIZED, PNEUMATIC or HYDRAULIC (containing non-flammable gas)

This interesting UN number is causing some concern at the moment. Special Provision 283 and 584 applies which state:

283 Articles, containing gas, intended to function as shock absorbers, including impact energy absorbing devices, or pneumatic springs are not subject to the requirements of ADR provided:

- (a) Each article has a gas space capacity not exceeding 1.6 litres and a charge pressure not exceeding 280 bar where the product of the capacity (litres) and charge pressure (bars) does not exceed 80 (i.e. 0.5 litres gas space and 160 bar charge pressure, 1 litre gas space and 80 bar charge pressure, 1.6 litres gas space and 50 bar charge pressure, 0.28 litres gas space and 280 bar charge pressure);
- (b) Each article has a minimum burst pressure of 4 times the charge pressure at 20 °C for products not exceeding 0.5 litres gas space capacity and 5 times charge pressure for products greater than 0.5 litres gas space capacity;
- (c) Each article is manufactured from material which will not fragment upon rupture;
- (d) Each article is manufactured in accordance with a quality assurance standard acceptable to the competent authority; and
- (e) The design type has been subjected to a fire test demonstrating that the article relieves its pressure by means of a fire degradable seal or other pressure relief device, such that the article will not fragment and that the article does not rocket.

See also 1.1.3.2 (d) for equipment used for the operation of the vehicle

584 This gas is not subject to the requirements of ADR when:

- it is in the gaseous state;
- it contains not more than 0.5% air;
- it is contained in metal capsules (sodors, sparklets) free from defects which may impair their strength;
- the leakproofness of the closure of the capsule is ensured;
- a capsule contains not more than 25 g of this gas;
- a capsule contains not more than 0.75 g of this gas per cm³ of capacity

Do these Special Provisions cover / exempt all things that should be exempt?

Next Issue

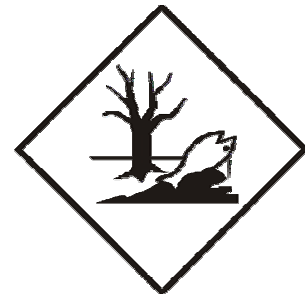
The next issue of Dangerous ENews will be in a couple of months.

There is much work for your committee to do.

Changes to the SQA syllabus and Manual of Practice will mean that course notes will have to be updated. It looks like there is to be a 3 day “Basic Course”.

Later this year will see the issue of the ADR 2009 where there will be a few changes to be made also to our training material.

Introduction of “Excepted Quantities” and the use of the environmentally hazardous substance mark. The new rule regarding instructions in writing etc.



ADR 2009 is already been finalised (except for a few changes to some standards which do not affect driver training).

That is the best reason to keep your membership.

Also next issue a specialist section on the transport of waste and how transport laws interact with them. Don't miss it.

Questions / Queries

If you have any questions regarding ADR or ADR training why not get in touch with the NDGTC who will get an answer for you. The Administrator Chris Pursey would be your first point of contact.

**We are here to help,
A problem is only a problem because
we do not know there is a problem.**