

Notes of the Dangerous Goods Meeting 4th September 2018.

The Meeting was held on the 4th September 2018 commencing at 10.30 hours. The meeting was held at the offices of DACHSER Ltd, Northampton Logistics Centre, Thomas Dachser Way, Brackmills, Northampton, NN4 7HT

Agenda item 1, Competition Statement

The Competition Statement was read by the Chair at the commencement of the meeting

Agenda item 2, Agree Minutes of the meeting of the 9th May 2018

The Secretariat advised that the minutes of the meeting held on the 9th May, showed an incorrect date in the heading. Members noted that the date should be amended from the 25th January 2018 to the 9th May 2018. The meeting agreed that these were an accurate reflection of the meeting and the minutes were adopted.

Agenda Item 3, Matters arising from the meeting of 9th May 2018

Action Point 1

A paper was awaited regarding Periodic Training that would count towards a drivers CPC.

Action Point 2

Requirement to place an emergency contact telephone number on the DGN. This topic generated a lot of discussion and is covered fully in the maritime update below.

Action Point 3

An email had been sent to Paul Horner at IATA. The email states the reasons why a reference to Safety Data Sheets should be included in the glossary of the IATA Dangerous Goods book. BIFA Secretariat are asked to support the request.

Agenda item 4, Good Practice Guide on Handling DG shipments

Members discussed the Guidance Document that had been prepared by the Chair, together with the BIFA Secretariat. It was pointed out that the Transport Document referred to in the Documentation section, must be completed by the consignor. It was agreed that no other wording in that section was necessary and the wording in brackets that said "(the person or organisation from whom the

goods have been received for transport)” should be deleted. No other changes to the document were deemed necessary and the document was considered a useful guide for anyone contemplating handling of DG shipments. The secretariat thanked the Chair for his work on the document.

Discussions continued about EXW Ex-works shipments and it was noted that the Seller is not the Shipper. However, the Seller should provide information required for the DGN. It was also noted that there is a general lack of knowledge about Incoterms.

Agenda item 5, Maritime Update

As mentioned in Action point 2, the requirement for putting an emergency contact number on the DGN was discussed again in detail.

It was noted that the MCA issued an M notice in 2011 but no one has enforced it. Shipping lines are not asking for them, but some Countries have been. Furthermore, SI 2616 requires an address which includes a telephone number of the person in possession of information on the physico-chemical characteristics of the products and on the action to be taken in an emergency.

The group discussed the practical difficulties in obtaining and providing the contact telephone number and concerns were expressed about the cost of providing a 24 hours emergency number. However, it was generally agreed that providing that a telephone number is shown on the DGN, it would be considered sufficient. Furthermore, Shippers are reminded by the MCA that the law exists, although it is understood that it may be reviewed in 2020. The general guidance to be given to members is that they should comply with the law.

There was a discussion regarding MCA inspections at Felixstowe, although the problems experienced are not as bad as they were 3-4 years ago. Cargos of dangerous goods loaded into containers or vehicles for transport by sea, should be loaded at the rear of the vehicle/container. It would assist inspections [and so speed cargo through the ports] if labels were visible from the doors.

The meeting discussed the Maersk Honam fire incident that claimed the lives of five crew members in March 2018. The vessel was taken to Jebel Ali Port where the containers were discharged. Inspectors are currently checking all known DG cargo notes to piece together the jigsaw and identify the cause or source of the fire. However, due to the possibility of undeclared or mis-declared DG's they are not sure if they will ever be able to identify the cause. The rules for the stowage of DG vessels will be changed to prevent DG's being stowed in front of accommodation decks/living quarters. There is no indication that dangerous goods caused the fire.

It was noted that at a recent MCA briefing, the matter of tests for bulk cargo was discussed. Whilst the IMO recognises the tests for packaged DG, the tests do not apply to goods in bulk. This issue needs to be addressed. Also discussed were the likely development of Fuel Cells involving hydrogen, a highly flammable product. Apparently, a method of changing the gas to a pellet form greatly reduced the level of risk in transport of hydrogen.

Agenda item 6, Road Update

An update on the results of the latest DGSA exams was provided to the meeting. The consistency of papers was discussed and the reasons behind the failure rate.

The meeting heard of an incident involving the delivery of Gas cylinders that were damaged whilst in transit to Belfast by road. The goods were refused and there were several serious errors made during the handling of this consignment. The group felt that this incident should be shared with BIFA members for awareness purposes and a member of the group agreed to prepare an anonymous case study to be shared with the BIFA Surface Policy Group.

Agenda item 7, Air Update

The meeting heard that GHS pictograms are not included in the CAA DG training courses. It was felt that they should be included in the IATA approved Training Courses and the Chair will raise this at the next Meeting of the CAA dangerous Goods Advisory Group.

Members discussed the new IATA DG AutoCheck system, which is currently being piloted with a view of implementation later in 2018. As stated at previous meetings it is felt that the AutoCheck system could compliment the work being done by members but would not replace practical experience and continued training.

Agenda item 8. Date and venue of the next meeting

The next meeting will be held on the 21, November 2018 at Redfern House, Feltham

Agenda item 9. Any other Business

The Chair and BIFA Secretariat thanked Dachser Ltd for hosting this meeting of the DGAG. No other matters were raised.