



From the Editor.

Welcome to our April issue of transafe news. I am often asked which dangerous goods are the most dangerous, explosives and radioactives usually spring to mind, under the current circumstances Class 6.2 infectious substances are to the forefront of all our thoughts. As with all dangerous goods the key is safe containment. More than ever we need to remember this, follow the advice from the medical professionals. The transport sector is crucial to us all going forward, medical equipment, food and countless items essential to our way of life have to continue getting to their points of use. HGM will remain available to assist and advise you and help to keep you safe. If you are self-employed or a sole trader and work is drying up we can extend your payment terms until the better times ahead.

Take care out there, the roads might be quieter but hazards still exist, remember to drive according to the road and weather conditions and be prepared for the worst, that way it can only be better. As usual any feedback on the newsletter or our website would be most welcome.

The **World Health Organisation** says that the transport of specimens of Covid-19 to laboratories for analysis is working well; however, there have been doubts about its correct classification. WHO and national health agencies are recommending that it is shipped as UN 3373 Biological substance, Category B, in order to facilitate the delivery of specimens without delay. Further information can be found on the [WHO website](#).

ADR Validity extension

You should all have received the email we sent on Monday 23rd March regarding the extension to the validity of ADR vocational training certificates. In plain English it means that all driver training certificates which expire between the 1st March 2020 and 1st November 2020 will remain valid until 30 November 2020. These certificates will be renewed for five years if the driver attends a course and passes the exams before 1st December 2020. The new 5 year period of validity will still run from the original expiry date.

Please bear in mind that the current rules in the UK are that refresher courses should be undertaken not later than 5 weeks before expiry which under this multi-lateral agreement would mean by week ending 23rd October 2020. I believe measures will be taken to allow courses and exams to be taken later than this but this will depend on how quickly the SQA are able to process exam papers and issue new certificates and also the prevailing restrictions, if any, at the time.

Any drivers finding themselves in this position should continue to carry their expired ADR along with a copy of Authorisation 946. (A copy has been sent by us to your business)

There has not been a similar statement from the DSA regarding Driver CPC. They are in fact trying to encourage providers to develop remote courses and submit them for approval, guess JAUPT needs the income. My sources are still indicating that Driver CPC's will be extended to cover for drivers unable to complete their 35 hours before its expiry.

For those of you concerned about tank inspection dates and approval validity an agreement initiated by Luxembourg addresses delays to periodic or intermediate inspection of tanks and the certificate of approval under ADR.

The **European Chemicals Agency** has launched a new service, the EU Chemicals Legislation Finder ([EUCLER](#)), designed to give companies access to a free-of-charge overview of 40 pieces of EU chemicals legislation they may need to comply with. This aims to provide clarity, especially to small and medium-sized enterprises. "EUCLEF will be really helpful for companies, especially SMEs, who need to track their obligations across different EU laws. Small businesses are the backbone of Europe's chemicals industry. EUCLEF will help them save time and money and to focus on what really matters, innovating and growing their business while safeguarding our health and the environment," says Bjorn Hansen, ECHA's executive director.

We are on the web:

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Regulatory Update:

We are not aware of any new legislation affecting the carriage of dangerous goods being made during March. However there have been changes to existing arrangements which impact the dangerous goods sector.

HSE eBulletin Guidance for drivers on temporary arrangements for hours of work and access to welfare facilities.

All drivers must have access to welfare facilities in the premises they visit as part of their work.

We are hearing reports that some drivers are not being allowed to use welfare facilities when they deliver. Preventing access is against the law; equally it's not the sensible thing to do.

Drivers must have access to welfare facilities in the premises they visit as part of their work. Those who already provide reasonable access to toilets and handwashing facilities should continue to do so.

With the latest advice for hands to be washed regularly, failure to allow access to welfare facilities may increase the risk of the COVID-19 infection spreading.

[Read HSE's guidance here.](#)

Temporary and limited relaxation of drivers' hours rules

The Department for Transport (DfT) have today (18th March) announced that there will be a temporary and limited relaxation of the enforcement of drivers' hours rules in England, Scotland, and Wales for the drivers of vehicles involved in the delivery of:

Food, non-food (personal care and household paper and cleaning), over the counter pharmaceuticals

We are clear that driver safety must not be compromised, and they should not be expected to drive whilst tired.

Employers remain responsible for the health and safety of their employees, other road users, and anyone involved in loading and unloading vehicles.

These arrangements may change during this time so you need to keep up-to-date on developments.

You can find more detailed information at:

[Temporary relaxation of the EU drivers' hours rules](#)

[COVID-19: guidance on freight transport](#)

Protecting lone workers

Lone workers can be at greater risk of harm as they may not have anyone to help them if things go wrong.

Employers should provide training, supervision, monitoring and support for those working alone.

The HSE [revised leaflet](#) is for anyone who employs lone workers, or engages them as contractors etc. including self-employed people or those who work at home. It has been updated to include advice on work-related violence, keeping in touch, and the impact of lone working on stress and mental health.

The leaflet is supported by [lone working webpages](#) which include advice aimed at lone workers themselves.

Rick Brunt, Head of HSE's Operational Strategy Division, said: 'This is an important piece of guidance which has been updated as the number of lone workers increases across all sectors, it will help employers manage risks and keep lone workers healthy and safe.'

Banksman crushed by shovel loader on large waste and recycling site

A waste management company pleaded guilty to causing a life changing injury to one of its employees.

Folkestone Magistrates' Court heard that, on 27 February 2017, an employee of Viridor Waste Management Limited was crushed by a reversing 22.5 tonne shovel loader driven by an on-site contractor at Viridor's Crayford Materials Recycling Facility site in Crayford. The injured employee was working on foot in the area in his role as banksman, assisting a lorry to manoeuvre into a bay while a shovel loader reversed out of the bay independently, knocking him to the ground and driving over the lower half of his body. He suffered very serious internal injuries and multiple serious fractures, both with significant life changing effects.

An investigation by the Health and Safety Executive (HSE) found that Viridor Waste Management Limited failed to organise the workplace in such a way that pedestrians and vehicles could circulate in a safe manner. This prosecution is the fourth in 4 years for this company, two of which related to fatal incidents.

Viridor Waste Management Limited of Crayford Creek, Dartford, was found in breach of Regulation 4(1) of the Workplace (Health, Safety and Welfare) Regulations 1992 by virtue of Regulation 17(1). The company was fined £400,000.

Speaking after the case HSE inspector Megan Carr said "This incident is a reminder to the waste and recycling industry as to the importance of good workplace transport control which can often be achieved by simple pragmatic steps to avoid such incidents from occurring. HSE will not hesitate to take appropriate enforcement action against those that fall below the required standards."

Company fined after workers injured by fork lift trucks

A postal service company has been fined after two employees were injured by fork lift trucks in two separate incidents.

Luton Magistrates' Court heard of two incidents at UK Mail on 20 October 2016 and 20th March 2017. An operations administrator was struck by forklift truck whilst sorting the returned parcels and sustained a fractured skull and bleed between the skull and brain. In a separate incident, a warehouse operative was inspecting a parcel and a fork lift truck hit the left side of her body. She suffered nerve damage to her left arm and superficial leg and hip injuries.

An investigation by the Health and Safety Executive (HSE) found the company failed to ensure that there was effective segregation of pedestrians and vehicles. There were no pedestrian walkways for employees to navigate across the warehouse safely.

UK Mail of Buckingham Avenue, Slough pleaded guilty, to breaching section 2, of Health and Safety at Work Act 1974. The company has been fined £400,000 and ordered to pay costs of £9,356.04

Speaking after the case, HSE inspector Roxanne Barker said:

"The company failed to properly manage workplace transport in the warehouse area. The systems of work in place were not safe. Adequate control measures were not identified or implemented, and effective segregation was not in place, nor, even adequate workways. "The incident heightens awareness of the need to properly assess and control the risks to employees from workplace traffic movements and a reminder that these types of failures can lead to life-changing injuries."

Logistics Workers Vital In Scotland Too

Following a parliamentary speech from Deputy First Minister of Scotland, John Swinney, the FTA was calling for the Scottish government to understand the vital role of the logistics industry, and its workers, during this challenging time.

Mags Simpson, FTA's Head of Scottish Policy, comments:

'While FTA fully supports the latest news from the UK government that logistics staff have been identified as key workers, enabling their children access to schooling, we have concerns regarding this fragmented approach.

'Operators work nationally and should not be put in a situation where logistics workers are considered key workers in one part of the country but not another. This would add confusion in an already complicated scenario. The logistics industry has been recognised by the UK government as crucial to economic success and needs to have a clearly defined approach to ensure that we keep all parts of the network moving.

'Industry relies on its workers to keep the supply chain as resilient as possible. And, while we fully understand that there will be some subtle differences regionally within other sectors, we do ask that this does not include vital logistics staff.'