



**GUIDANCE NOTE 35**

**VEHICLE SELECTION AND  
TRANSPORT MANAGEMENT**

**2017**

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**British Compressed Gases Association**

## **GUIDANCE NOTE 35**

### **VEHICLE SELECTION AND TRANSPORT MANAGEMENT**

**2017**

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## PREFACE

The British Compressed Gases Association (BCGA) was established in 1971, formed out of the British Acetylene Association, which existed since 1901. BCGA members include gas producers, suppliers of gas handling equipment and users operating in the compressed gas field.

The main objectives of the Association are to further technology, to enhance safe practice, and to prioritise environmental protection in the supply and use of industrial, food and medical gases, and we produce a host of publications to this end. BCGA also provides advice and makes representations on behalf of its Members to regulatory bodies, including the UK Government.

Policy is determined by a Council elected from Member Companies, with detailed technical studies being undertaken by a Technical Committee and its specialist Sub-Committees appointed for this purpose.

BCGA makes strenuous efforts to ensure the accuracy and current relevance of its publications, which are intended for use by technically competent persons. However this does not remove the need for technical and managerial judgement in practical situations. Nor do they confer any immunity or exemption from relevant legal requirements, including by-laws.

For the assistance of users, references are given, either in the text or Appendices, to publications such as British, European and International Standards and Codes of Practice, and current legislation that may be applicable but no representation or warranty can be given that these references are complete or current.

BCGA publications are reviewed, and revised if necessary, at five-yearly intervals, or sooner where the need is recognised. Readers are advised to check the Association's website to ensure that the copy in their possession is the current version.

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\* Throughout this publication the numbers in brackets refer to references in Section 10. Documents referenced are the edition current at the time of publication, unless otherwise stated.

## TERMINOLOGY AND DEFINITIONS

Dedicated vehicle	<p>Company owned and operated vehicle, constructed for the express intent of carrying a load of Class 2 dangerous goods.</p> <ul style="list-style-type: none"><li>• Vehicle fitted with a leak proof partition or bulkhead between the drivers cab and the load carrying compartment.</li><li>• Vehicle with a continuously ventilated load carrying compartment, or open vehicle.</li><li>• Vehicle with safe and proper means within the load carrying compartment to restrain the particular load being carried.</li></ul>
May	<p>Indicates an option available to the user of this Guidance Note.</p>
Non-dedicated vehicle	<p>A vehicle which does <b>not</b> meet the following criteria:</p> <ul style="list-style-type: none"><li>• Vehicle fitted with a leak proof partition or bulkhead between the drivers cab and the load carrying compartment.</li><li>• Vehicle with a continuously ventilated load carrying compartment.</li><li>• Vehicle with safe and proper means within the load carrying compartment to restrain the particular load being carried.</li><li>• Vehicle permanently fitted with a fire extinguisher</li></ul>
Shall	<p>Indicates a mandatory requirement for compliance with this Guidance Note and may also indicate a mandatory requirement within UK law.</p>
Should	<p>Indicates a preferred requirement but is not mandatory for compliance with this Guidance Note.</p>

# GUIDANCE NOTE 35

## VEHICLE SELECTION AND TRANSPORT MANAGEMENT

### 1. INTRODUCTION

The requirement to transport dangerous goods, as well as the routine journeys necessary for many as part of daily working life, is a necessity in the gases industry. However, the evidence is that driving is one of the most dangerous activities undertaken whilst at work and, more than any other single work activity, it contributes to a greater number of accidental deaths and serious injuries. Common causes of incidents include people falling from or being struck by a vehicle, objects falling from a vehicle, or vehicles overturning.

Most driving incidents take place on the public highway or during low-speed off-road manoeuvres. Whilst incidents directly affect those involved, it is also true that this may well involve passengers, other road users and pedestrians with consequences for their families and work colleagues.

Work related road safety is a shared responsibility, with both employers and employees having duties under legislation to ensure that work related journeys are safe, staff are fit and competent to drive safely and that the vehicles used are fit for purpose and in a safe condition.

There is a strong business case, as well as a moral obligation for managing work-related road safety. Fewer vehicle incidents mean:

- less days lost to injury;
- fewer repairs to vehicles;
- fewer missed orders;
- reduced running cost.

It should be noted that the legal consequences of failing to manage occupational road risk can be very serious. Organisations convicted of corporate manslaughter can face very high fines (linked to annual turnover), remedial orders and publicity orders. Managers convicted under the *Health and Safety at Work etc. Act (1)* can face high fines and prison sentences. Individual drivers can face fines, penalty points on their licence, disqualification and in serious cases imprisonment.

The Health and Safety Executive (HSE) provides specific advice on controlling risks associated with workplace transport which is grouped into three main areas:

- Safe site
  - Design, which covers the layout of the workplace, for example traffic routes and their maintenance, the positioning and design of pedestrian crossing points,

lighting and signage. The main aim of any design being the segregation of vehicles from pedestrians.

- Activity, which covers activities on a site such as reversing operations, coupling and uncoupling, loading and unloading, tipping and sheeting.
- Safe vehicle, which covers identifying and choosing the most appropriate vehicle for the tasks and environment and the people who will use it, as well as how it will be maintained.
- Safe driver, which covers the competence and behaviour of those who operate vehicles.

For more information refer to HSE HSG 136 (7), *A guide to workplace transport safety*.

## **2. SCOPE**

The requirement to transport dangerous goods is a necessity in the gases industry. However, the evidence is that driving is one of the most dangerous activities undertaken. This guidance document provides advice on vehicle selection, the recruitment, training and assessment of transport personnel and the relevant elements of a transport management system associated with Class 2 dangerous goods in order to comply with legislation and to ensure the safety of employees and others who may be affected by their business undertakings.

## **3. VEHICLES**

In general, companies will have a fleet of dedicated vehicles for the carriage of dangerous goods. Alternatively they may use lease vehicles or contract with a third party haulier.

Where vehicles are provided by contractors, further information is available in the European Industrial Gases Association (EIGA) Transport Safety Information Leaflet 4 (13), *Transport of gases. Contractor management*.

All vehicles shall be road legal, road worthy and fit for purpose. Vehicles used for the carriage of dangerous goods also have to comply with the requirements of the *Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations* (3), this implements the *European Agreement Concerning the International Carriage of Dangerous Goods by Road* (ADR) (4), which provides a framework for dangerous goods to be carried internationally in road vehicles subject to compliance with standards for the packaging and labelling of the dangerous goods, and appropriate construction and operating standards for the vehicles and crew. National regulations can, however, result in some variations to the final system. Within these regulations gases are classified as Class 2 dangerous goods.

Each vehicle shall have:

- current applicable vehicle excise duty (tax);
- completed and be in-date for an MOT test, where this is necessary;

- an operator's licence disc;
- a vehicle plating certificate;
- for bulk tankers, a Certificate of Conformity.

NOTE: The status of a vehicle can be checked on the UK Government website.

For tax: <https://www.gov.uk/vehicle-tax-hgv>; For MOT: <https://www.gov.uk/getting-an-mot>

The business shall have adequate insurance for their vehicles. Where required additional insurance policies are available. Insurance requirements include:

- Mandatory 3<sup>rd</sup> party insurance;
- Public liability insurance;
- All risks insurance, for example to replace a vehicle, or to cover any damage caused following an incident;
- Company insurance, for example, to cover the cost of products being shipped.

NOTE: The Road Haulage Association (RHA) produces guidelines on Conditions of Carriage which may be followed. These can limit your liability for the goods you carry under Common Law.

All vehicles will require planned maintenance. This includes:

- Servicing of the vehicle, in accordance with the manufactures guidance. The service history shall be recorded.

Routine safety checks shall be carried out on each vehicle to identify any defects which may render the vehicle unusable due to safety or legal compliance. These can include:

- Checks by the transport management team. For example, weekly inspections of vehicles, document checks, etc.
- Checks by the Dangerous Goods Safety Advisor that dangerous goods are being transported safely, refer to Section 5.
- Pre-use and post-use vehicle safety checks by the driver. A nil-defects report before use of a vehicle is recommended.

NOTE: The use of check lists provides a useful method of ensuring a comprehensive inspection is carried out.

A system shall be in-place to report, record, assess and, where necessary, rectify defects identified on vehicles. For example, the use of a Defects Form.

### 3.1. Dedicated vehicles

When procuring a new dedicated vehicle, the following key features related to the carriage of dangerous goods should be considered:

- Load capacity and gross vehicle weight;
- Type of product being carried;
- Load securing systems, for additional information refer to:
  - EIGA Document 52 (9), *Load securing of Class 2 receptacles*.
  - Department for Transport (DfT) Code of Practice (8), *Safety of loads on vehicles*.
- Trip duration (day / sleeper cabs);
- Mandatory equipment in accordance with ADR (4) [8.1.5.2], for example, fire extinguishers, chocks, warning signs etc.
- Good practice vehicle safety features:
  - Mandatory fitment of anti-lock brake (ABS) and electronic brake system (EBS) braking systems.
  - Emergency Brake Assist (2 types – driver warning or automatic stop) - Mandatory (for vehicles registered after 1<sup>st</sup> November 2015 (level 1) and 1<sup>st</sup> November 2016 (level 2). Refer to EC Regulation 661 / 2009 (5).
  - Lane Departure – Mandatory (for vehicles registered after November 2015). Refer to EU Regulation No. 351 / 2012 (6).
  - Active Cruise – Adaptive Cruise Control with collision warning.
  - Event Recording Systems, refer to Section 3.3.
  - Telematics.
  - Emergency telecommunications – Emergency call system.
  - Navigation systems (specifically for the type of vehicle, large vehicles!).
  - A driver fatigue warning system.
  - A semitrailer coupling fitted with sensor monitoring.

- Reversing cameras.
- Front side and rear scan sensors.
- Left hand turn audible warning.
- Low level cabs – visibility considerations.
- Additional features for dangerous goods vehicles:
  - Hose anti-whip protection.
  - For bulk tankers, anti-tow away protection devices.
  - Environmental protection spill kits.
  - Emergency equipment & personal protective equipment (PPE).

### **3.2 Non-dedicated vehicles for the transport of dangerous goods**

A non-dedicated vehicle may be a:

- Lease or hire vehicle;
- Sub-contractor owned vehicle;
- Vehicle owned by a customer collecting dangerous goods.

When putting into service a non-dedicated vehicle consideration should be given to the following:

- Its suitability for the carriage of dangerous goods e.g. enclosed cab, separate load compartment;
- Load security;
- Load area ventilation;
- Control of ignition sources;
- Vehicle safety features, refer to Section 3.1;
- Vehicle markings;
- Vehicle security;
- Maintenance records and any additional maintenance requirements;

- Any additional training requirements for the driver;
- Emergency equipment & PPE.

For additional information refer to BCGA GN 27 (18), *Guidance for the carriage of gas cylinders on vehicles*.

### **3.3 Event recording systems**

Event recording systems are used to track and record the activities of the vehicle and driver.

Tachographs are mandatory for commercial vehicles. They record information about driving time, speed and distance. They're used to make sure drivers and employers follow the rules on driving hours. All tachographs are required to be calibrated and a calibration status label displayed. Routine downloading of the data is recommended, for contract drivers information should be downloaded at the end of each shift. For more information refer to: <https://www.gov.uk/tachographs/overview>

Other event recording systems may provide information on engine and vehicle performance and can provide real time visual recordings of each journey. This can be particularly useful when assessing the efficiency of a vehicle or the driver, and can be used as part of an incident investigation.

Event recording systems can provide the following benefits:

- Insurance protection, providing evidence when making a claim;
- Evidence following a road traffic incident;
- Assessment of driver training needs;
- Data recording of engine performance, including health monitoring and fuel efficiency;
- Ability to store data.

Equipment may include:

- Cameras. These have a broad range - 360 degrees - forward – rearwards – sideways – internal – on the load.
- Telematic data recorder

NOTE: As technology evolves this equipment is gradually merging into a single system.

Security management. When using event recording systems data will be acquired and stored. This data shall be managed in compliance with the *Data Protection Act (2)* and appropriate cyber security controls should be in place. Refer to Section 6.

#### **4. TRANSPORT PERSONNEL**

Driving is one of the most dangerous work activities that most people do and it contributes to far more accidental deaths and serious injuries than all other work related activities. Blame for incidents is often put on the drivers prematurely, but the root causes for unsafe driver behaviour are often a result of a poor safety management system. Having safe appropriate vehicles and equipment alongside an understanding of human factors and their influences can have a significant effect on the frequency, severity and outcome of any incident.

Further information on both management and drivers behaviour is available in EIGA Transport Safety Information Leaflet 7 (16), *Human behaviour within transport operations*.

There are many people involved in the planning and operation of vehicles, as well as the driver, all of whom have their own individual responsibilities.

Companies should have procedures in place to allow drivers to feedback information on incidents, near-misses, etc. Drivers should also be able to discuss with management their safety concerns over loads, schedules, routes etc. for example, where they consider that to meet a particular deadline they believe they would be required to speed.

During recruitment and/or training of personnel, the following key features should be considered:

##### **4.1 Driver recruitment**

- Age. Drivers of large vehicles have a legal minimum age of 18. Some companies will have their own internal age restrictions, often based on the requirements of their insurance providers.
- Medically fit, having passed a medical examination. After the age of 40 a medical examination is mandatory every 5 years, up to the age of 60.

Their medical history should be taken into consideration to assess their suitability as a driver, for example, conditions such as sleep apnoea, their ability to access and egress a vehicle, etc.

- Qualifications, including:
  - a driving licence with the appropriate licence category (e.g. C, C1, C1E, CE);
  - Drivers Certificate of Professional Competence (CPC);

- ADR (4) Vocational Training Certificate (VTC) with the appropriate dangerous goods classification (for example, Gases – Class 2).

NOTE: The DfT are the national competent authority and they approve the SQA (Scottish Qualifications Authority) to manage the examination process for obtaining a VTC.

- Dangerous Goods experience.
- Vehicle type experience.
- Security checks, refer to Section 6.

Further information on driver recruitment is available in EIGA Transport Safety Information Leaflet 5 (14), *Driver recruitment process for bulk and cylinder vehicles*.

#### **4.2. Training and keeping of records**

All staff should have the necessary skills and knowledge to carry out their job safely and shall receive appropriate information, instruction and training, including induction and continuation / refresher training under an appropriate level of supervision. Such training shall be both theoretical and practical. It is the duty of the employer to ensure their persons are adequately trained and to establish competency. It is recommended that a training programme is carried out under a formalised system where an acceptable level of competency has to be achieved. Records shall be kept of the information, instruction and training provided and of the competence level achieved. The programme shall make provision for periodic competence re-assessment.

Further information on training is available in EIGA Transport Safety Information Leaflet 3 (12), *Training: induction and refresher training of drivers, management & other transport function personnel*.

Specifically for a driver, appropriate training shall be provided to cover their duties as a driver, on having a safe and legal vehicle, as well as on the dangerous goods being transported. The information, instruction and training, shall also cover the actions to take in an emergency.

Where vehicles and /or drivers are used which do not belong to the company, for example, lease, hire, sub-contractor etc. then checks are to be carried out to ensure the driver has appropriate training.

Training should include:

- Company induction and specific training courses.
- Specialist vehicle training.
- Compliance with ADR (4), including:

- Training on dangerous goods, Chapter 1.3;
- Security training, Chapter 1.10;
- Vehicle crew, Chapter 8.2.
- Driver Certificate of Professional Competence (DCPC). This requires 35 hours of training at an approved training centre doing approved courses, over a five year period.
- The use and care of PPE.

Specific advice on tanker rollover avoidance training is available in EIGA Transport Safety Information Leaflet 2 (11), *Vehicle rollover and other serious vehicle incident prevention*.

Where drivers are expected to carry out additional duties, such as loading / unloading dangerous goods, then appropriate additional training shall be provided.

Drivers attitudes and their driving competence should be assessed on recruitment. Thereafter, drivers should be assessed regularly, but with priority given to those who may be at greatest risk, such as those who travel significant distances, younger or inexperienced drivers, those driving new vehicle types or those with a history of motoring incidents or offences.

### **4.3 Driver compliance**

Companies should work with their staff to encourage and expect safe and responsible driving, as well as compliance with legal requirements. Driver compliance should form part of a company's compliance and risk monitoring strategy, refer to Section 8.

Routine checks should be carried out to ensure:

- Driving licence and ADR (4) Vocational Training Certificate remains valid. Including checks for changes to a licence, such as points which may have been acquired when not on company business. Company policy should require the driver to inform the company of any changes to a licence.
- Seat belts are worn, including for passengers.
- Mobile phones or other similar electronic communication devices are not used when driving.
- Drivers are not driving when under the influence of alcohol or drugs.
- Drivers are compliant with the Highway Code, and keep within speed limits.
- Tachographs are installed, calibrated and being operated correctly. The driver is within his allotted hours.

- Where working alone, suitable lone-working provisions are in place, contact information is supplied and available, and, as necessary, alarm systems are deployed.
- Drivers remain medically fit to drive, and as necessary are in-date for a medical examination.
- Drivers and crew are not a security risk, refer to Section 6.
- Vehicles and drivers have correct and current insurance policies.

Drivers who are using their own vehicles for work activities are required to have a ‘business use’ clause within their insurance policy.

## 5. DANGEROUS GOODS SAFETY ADVISOR

All businesses that routinely handle (including the transport related activities of loading and unloading), process or transport dangerous goods shall appoint one or more dangerous goods safety adviser(s) (DGSA).

The role and duties of a DGSA are laid out in ADR (4), Chapter 1.8. Primarily they are to monitor compliance and to advise on the carriage of dangerous goods. As part of these duties the DGSA is required to produce an Annual Report. EIGA provide a template for an annual report for Class 2 dangerous goods (gases), refer to EIGA Document 156 (10), *EIGA Template for DGSA Annual Report*.

DGSAs need to undergo training and successfully complete a written examination to obtain a vocational training certificate (VTC) approved by the DfT. A VTC remains valid for 5 years.

For more information refer to the DfT website: <https://www.gov.uk/guidance/moving-dangerous-goods#dangerous-goods-safety-advisers-qualifications-and-training>

## 6. SECURITY

There are specific security requirements for those transporting dangerous goods. Refer to: <https://www.gov.uk/government/publications/security-requirements-for-moving-dangerous-goods-by-road-and-rail>

ADR (4), Chapter 1.10, has specific security requirements, including for the training of personnel, the management of high consequence dangerous goods and the implementation of a security plan.

As required by ADR (4), Chapter 1.8.1, the DfT operate a Dangerous Goods Security Compliance Team. Their role is to undertake security audits on sites where there are high consequence dangerous goods. They will carry out checks, both physical and on documentation, to ensure security plans are in place, are being applied and are effective.

Additionally, as many vehicles transmit and record data electronically, compliance is required with the *Data Protection Act (2)* and there is a need to ensure there is a cyber security policy in place. Companies shall have a policy in place to manage this data and to decide who has access to the data, for example, specific company personnel, the Emergency Services, Government and its agencies, etc.

NOTE: The *Data Protection Act (2)* controls how personal information is used by organisations, businesses or the government. Everyone responsible for using data has to follow strict rules called ‘data protection principles’.

All event recording systems shall be subject to appropriate cyber security controls to manage the data being collected and stored.

One of the duties of the Dangerous Goods Safety Advisor is to advise on the potential security aspects of transport. Refer to Section 5.

BCGA provide additional advice on managing security within the members area of their website.

The following should be considered as part of a security policy.

- Carry out a security risk assessment on each site and on the journeys undertaken.
- Have a Security Plan for each site. Also a Security Plan for vehicles and drivers when away from base. Incorporate any actions from the security risk assessment into the Security Plan.
- Have an over-arching company Security Plan, incorporating individual site plans. Be aware of where security data is stored, and how the company manages contact information with drivers, etc.
- Prepare procedures for dealing with a security incident. Ensure site staff and drivers are aware of their actions and have the necessary communication equipment and correct contact information.
- Carry out security checks on staff, including drivers, during the recruitment process, then carry out periodic checks for any significant changes.
- Comply with the security training requirements of ADR (4), Chapter 1.10.
- Check licences and qualifications are valid. Ensure any photographic images are of the person named.
- Fit vehicle with security systems, such as, GPS tracking, emergency telecommunications. Ensure they are linked to a control centre which can monitor them, as necessary (this maybe 24 hours a day). Ensure the driver is appropriately trained in their use. Consider both covert and overt security systems.

- Provide drivers with the DfT Dangerous Load Card - <https://www.gov.uk/government/publications/dangerous-load-card>
- Management and control of keys for the vehicles.
- Cyber security – Implement a cyber security policy to prevent unintentional release of data.

## 7. ROUTE PLANNING

Have a company route planning process. The most effective way to minimise road incidents is to reduce the quantity of journeys made. Consider, for example, whether the movement of dangerous goods can be carried out by other modes of transport, such as rail, or simply whether better planning can make journeys more efficient, for example, by transporting the maximum quantities allowed.

The following should be considered:

- Plan journeys and routes to minimise driving during risky periods, such as the early hours in the morning.
- Schedule so that drivers are not under excessive time pressures that could encourage them to speed or drive for too long a period.
- Include a Security Risk assessment, refer to Section 6.
- Where practical, consider a variety of different routes to a destination. This can assist with security, and can reduce boredom for drivers on common routes.
- Access limitations in restricted areas, such as, tunnels, bridges, city centres, areas of public congregation.
- The time of deliveries. Some deliveries need to be made at specific times, not always in normal working hours. Also, there may need to be a person available to ‘sign for’ a delivery.
- The destination has appropriate facilities available to allow safe loading and unloading, particularly during out-of-hours, such as lighting, lone-working, etc.
- Size of vehicle, and therefore the quantity of load. Some destinations will have restricted access.
- How to load and unload goods. Will there be suitable equipment available to load or unload the vehicle.
- The use of electronic navigation systems. Are they designed for large vehicle use?

- Long distance. Overnight stops, especially if carrying high consequence dangerous goods.

## **8. COMPLIANCE AND RISK MONITORING**

Road transportation is one of the highest risk activities in the gases industry. To provide management with a reliable and positive means for identifying levels of compliance with standards, regulations and procedures and potential unacceptable levels of risk from their transport operations a proactive monitoring process is required.

The most common methodology is a 'transport safety / compliance audit', which can for example cover internal processes or contractor performance, but there are also other means such as regular analyses of tachograph and on-board computer data and spot checks; driver assessments.

Non-compliance with work instructions, operating standards, legislative requirements, rules and policies can create substandard conditions that increase the risk of incidents in the field of transport operations.

Further information is available in EIGA Transport Safety Information Leaflet 8 (17), *Compliance and risk monitoring of transport operations through auditing*.

## **9. EMERGENCY PROCEDURES**

The company should have a written policy for dealing with emergency situations, for example, accidents and vehicle breakdowns. There should also be a policy for a security breach, refer to Section 6.

The driver should be provided with clear, concise emergency procedures to follow in the event of an incident, including roadside safety procedures. Where there is the potential for a product or vehicle fluid release with an environmental impact then an appropriate environmental protection procedure shall also be available. The emergency procedures should include contact information for:

- Emergency services (for all counties where the vehicle is in use);
- Breakdown services;
- Company contacts;

The contact information has to be valid at all times the vehicle is in-use, including during out of normal working hours, for example, overnight journeys.

Drivers shall be required to report all incidents where a vehicle has been damaged or its passengers injured. They shall also report significant near misses.

All incidents shall be investigated, including collisions, near misses and motoring offences to establish the immediate as well as the root causes. Where appropriate, this information should be used to identify measures to reduce repeat occurrences.

Personnel conducting such investigations should be adequately trained to conduct investigations and to be able to analyse and interpret their findings.

Further information on incident investigation is available in EIGA Transport Safety Information Leaflet 6 (15), *Vehicle incident investigation management*.

One of the duties of the Dangerous Goods Safety Advisor is to investigate and compile reports on accidents or emergencies. Refer to Section 5.

## 10. REFERENCES

<b>Document Number</b>	<b>Title</b>
1.	Health and Safety at Work etc. Act 1974.
2.	The Data Protection Act 1998.
3. SI 2009: No 1348	Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended)
4. ECE/TRANS/257	The European Agreement concerning the International Carriage of Dangerous Goods by Road. (ADR) (as amended).
5. EC Regulation No. 661 / 2009	Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor.
6. EU Regulation No. 351 / 2012	Commission Regulation (EU) No 351/2012 of 23 April 2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards type-approval requirements for the installation of lane departure warning systems in motor vehicles.
7. HSE HSG 136	A guide to workplace transport safety.
8. Department for Transport	Code of Practice. Safety of loads on vehicles.
9. EIGA Document 52	Load securing of Class 2 receptacles.
10. EIGA Document 156	EIGA Template for DGSA Annual Report.

<b>Document Number</b>	<b>Title</b>
11. EIGA Transport Safety Information Leaflet 2	Vehicle rollover and other serious vehicle incident prevention.
12. EIGA Transport Safety Information Leaflet 3	Training: induction and refresher training of drivers, management & other transport function personnel.
13. EIGA Transport Safety Information Leaflet 4	Transport of gases. Contractor management.
14. EIGA Transport Safety Information Leaflet 5	Driver recruitment process for bulk and cylinder vehicles.
15. EIGA Transport Safety Information Leaflet 6	Vehicle incident investigation management.
16. EIGA Transport Safety Information Leaflet 7	Human behaviour within transport operations.
17. EIGA Transport Safety Information Leaflet 8	Compliance and risk monitoring of transport operations through auditing.
18. BCGA Guidance Note 27	Guidance for the carriage of gas cylinders on vehicles.

Further information can be obtained from:

UK Legislation	<a href="http://www.legislation.gov.uk">www.legislation.gov.uk</a>
Health and Safety Executive (HSE)	<a href="http://www.hse.gov.uk">www.hse.gov.uk</a>
Department for Transport (DfT)	<a href="https://www.gov.uk/government/organizations/department-for-transport">https://www.gov.uk/government/organizations/department-for-transport</a>
European Industrial Gases Association (EIGA)	<a href="http://www.eiga.eu">www.eiga.eu</a>
British Compressed Gases Association (BCGA)	<a href="http://www.bcga.co.uk">www.bcga.co.uk</a>
Road Haulage Association (RHA)	<a href="http://www.rha.uk.net">www.rha.uk.net</a>



**British Compressed Gases Association**

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