ADR Dangerous Goods Driver Training Qualifications Tanker

What are the ADR Dangerous Goods Driver Training Qualifications?

These are the standards of training, assessment and certification for drivers of vehicles containing dangerous goods, based on the training requirements drawn up by the UK legislation and International agreements. They have been developed to make sure that they comply with the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (as amended) which apply the provisions of ADR European Agreement concerning the International Carriage of Dangerous Goods by Road Council Directive (as amended).

They are necessary because UK law makes these requirements part of the dangerous goods industry responsibility – a regulatory requirement – to help keep the transportation of dangerous goods safe.

The key areas are

- The drivers knowledge and skills necessary in their core operational duties
- The practical application of specific health and safety techniques
- The preventative and safety measures appropriate to the various types of hazards in Classes 2, 3, 4, 5, 6, 8, 9
- The specialist knowledge and skills necessary for drivers of vehicles carrying dangerous goods in packages and/or bulk

- The specialist knowledge and skills necessary for drivers of vehicles carrying dangerous goods in fixed tanks or demountable tanks with a capacity exceeding 1m^3, drivers of battery-vehicles with a total capacity exceeding 1m^3 and drivers of vehicles carrying dangerous goods in tank containers, portable tanks or MEGCs with an individual capacity exceeding 3m^3 on a transport unit
- The specialist knowledge and skills necessary for drivers of vehicles carrying substances or articles of Class 1
- The specialist knowledge and skills necessary for drivers of vehicles carrying radioactive material of Class 7

Employers will look for the relevant qualifications when they are appointing new staff for the transportation of dangerous goods. They also expect their existing staff to have these qualifications.

Understanding and applying these skills in these key areas are important because they help you work effectively in your present job and also prepare you for jobs within the sector which you may do in future. Developing your knowledge of the dangerous goods legislation helps you deal with today's rapidly changing world and improve your career prospects. That's also why employers value them.

The Carriage of Dangerous Goods and the Use of Transportable Pressure Equipment Regulations
ADR Dangerous Goods Driver Training Tanks Specialisation Course

What is this Unit about?

Drivers of vehicles carrying dangerous goods in fixed tanks or demountable tanks with a capacity exceeding 1m^3, drivers of battery-vehicles with a total capacity exceeding 1m^3 and drivers of vehicles carrying dangerous goods in tank containers, portable tanks or MEGCs with an individual capacity exceeding 3m^3 on a transport unit, shall attend a specialisation training course for carriage in tanks.

This Tanks Specialisation course does not cover any aspect of the ADR courses, the Specialisation course for carriage of substances and articles of Class 1 or Specialisation course for carriage of radioactive material of Class 7.

What should I know or be able to do before I start?

It is anticipated that those undertaking this unit will have some relevant knowledge gathered by either working in the freight logistics industry or through prior study.

What will I know or be able to do when I achieve this Unit?

On successful completion of this Unit, you should have sufficient knowledge to be able to effectively carry out your role as a driver of dangerous goods for carriage in Tanks throughout the UK and Europe, as specified in the current ADR and UK Regulations. This qualification will provide sufficient evidence to satisfy the training requirements of the relevant statutory provisions.

What might this involve?

Compulsory attendance on an approved 2 day training course will be required.

A minimum of 10 x 45 minute Teaching Units – initial candidates

A minimum of 2 x 45 minute Teaching Units - refresher candidates

The minimum number of teaching units for each course is generally aligned with the recommendations contained in Chapter 8.2 of the current edition of ADR. However, the ADR recommendation of a minimum of 12 teaching units to cover the initial training for the carriage of dangerous goods in tanks has been reduced to 10 classroom-based teaching units.

The shortfall of two teaching units is to be completed by the employer of the candidate providing on-the-job training relating to the specific aspects, technical equipment and operation of the carriage of dangerous goods in tanks.

Course Structure

If you are an initial or refresher candidate you must start with the core unit followed by a mode* (packages and/or bulk unit and/or tanker unit) followed by at least one class (this can be either individual class papers or the common characteristics route).

* Candidates who only require Class 1 and/or Class 7 are not required to sit a mode paper, however if they wish to add any of the other classes to their existing entitlement they are required to sit either or both of the mode papers

You can sit this unit as an add on to your existing ADR Driver Training Certificate.

All examinations must be sat at the end of your training course

How will this Unit be delivered?

This Unit will be delivered in accordance with the prescribed standards in a classroom environment with class participation, together with the use of illustrative examples and visual aids.

How will I show that I have achieved this Unit?

By passing the examination, which consists of at least 20 multiple-choice questions. You must achieve a minimum pass mark of 70%.

On completion, a new certificate will be issued displaying your entitlement for the carriage of dangerous goods in tanks. This certificate will be valid for the length of any current entitlement.

What can I do next?

Progression routes may include further study towards specialisation courses Class 1 and/or Class 7.

What will I have to do next?

Due to the shortfall of two teaching units, in comparison to the ADR requirements the employer of the candidate must provide on-the-job training relating to the specific aspects, technical equipment and operation of the carriage of dangerous goods in tanks.

Undertake refresher training within the year before the date of expiry of any certificate issued if you wish to continue certification.

Further Guidance

This unit is supported by the Department for Transport and HSENI Manual of Practice.

Guidance for instructors

The assessment criteria are detailed in Appendix A.

- The specific additional provisions applicable to the use of tanks.
- The specific requirements of the vehicles.
- The procedures to be followed in relation to the operation of tanks and tank containers.
- Knowledge of the various loading and discharge systems.
- The behaviour of vehicles, tankers and tank containers on the road, including movement of the load.

ADMINISTRATIVE INFORMATION

Credit Value

To be advised

Unit Code:	To be advised
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Appendix A

Training and Assessment Specification

This appendix provides detailed information on the requirements for the training and assessment.

Subject	Areas to be covered
6. The specific additional provisions applicable to the use of Tanks.	6.1.1 The definitions of tanks in terms of construction and size 6.1.2 The responsibilities of employers to provide training on specific vehicles, specific equipment and mechanisms, and with specific loads 6.1.3 The national and international requirements for tanks and vehicles to be inspected and certified, the documentation and plating of vehicles, and the information displayed on the data plate 6.1.4 The general application of national and international (ADR. IMDG, RID) requirements to the operation of tanks and tank containers 6.1.5 The requirements for vehicles to carry fire extinguishers and other safety equipment 6.1.6 The requirement for vehicles to carry documentation, including instructions in writing about the load, ADR Driver Training Certificate, transport documentation, “Certificate of Approval" 6.1.7 The safety precautions to be taken in the course of loading, unloading and during the journey, including segregation of loads, checks of the vehicle and load including the secure fastening of containers, and the use of certain equipment 6.1.8 The UK Emergency Action Code system, the layout and content of Hazard Warning Panels, emergency action codes, the number and positioning of panels/plates on tankers and tank containers, for both single and multiple loads and the voluntary scheme for low hazard substances 6.1.9 Placarding and marking of tankers and tank containers under the IMDG code for journeys by sea (including those to islands off the UK mainland), the number, positioning and use of placards for primary and subsidiary risks and for single and multiple loads, proper shipping names, UN numbers and marine pollutant labels, and resistance to sea water 6.1.10 Placarding and marking of tankers and tank containers under ADR, the size, layout and content of orange coloured plates, hazard identification numbers, fire resistance, positioning and use of placards.
Examination Questions: 7	

Subject	Areas to be covered
6. The specific requirements of the vehicles.	6.2.1 The types of loads for which tanks may be designed, including liquefied petroleum gas, flammable liquids, gases transported at very low temperatures, powders and granules, insulated or heated loads, refrigerated loads, foodstuffs (e.g. certain alcoholic beverages), corrosive substances, and wastes 6.2.2 The materials from which tanks and tank containers may be constructed, including stainless steel, mild steel, aluminium, nickel, fibre reinforced plastic, and the various linings which may be used 6.2.3 The construction of tanks and tank containers; “atmospheric” and pressure tanks, compartments and baffles 6.2.4 The application of regulations concerning the construction and approval of tanks and vehicles, including stipulations regarding engines and fuel systems, exhausts, electrical systems, stability, rear end projection, fire resistant cabs, and ullage space 6.2.5 The requirements for maximum filling ratios and when minimum filling ratios apply 6.2.6 The significance to the loading, unloading and transport of materials of the Maximum Allowable Working Pressure 6.2.7 The fitting and use of sun shields 6.2.8 The purpose, operation, precautions and drivers’ responsibilities in relation to items of equipment, including: man lids, seals and bolts, dip sticks, pressure relief, and pressure & vacuum relief valves, bursting discs, flame traps and gauzes, fusible elements, pressure connections and pressure gauges, temperature gauges, outlet valves and manifolds, and valve controls, seals, hoses, hose connections and blanking caps, emergency shut off valves, excess flow valves
Examination Questions: 5	

Subject	Areas to be covered
6. The procedures to be followed in relation to the operation of tanks and tank containers.	6.3.1 Loading vehicles, including the responsibilities of the driver for obeying site rules, reporting to a responsible person, locating emergency equipment, obtaining Instructions in Writing, securing the vehicle against accidental movement, ensuring that the correct substance is loaded, taking precautions against contamination of the load, using the appropriate personal protective equipment, earthing the vehicle and taking appropriate action in case of danger or an electrical storm, ensuring that there is sufficient capacity for the load and the vehicle is not overloaded and that there is adequate ullage space, controlling the rate of filling, and taking all necessary precautions against fire or explosion 6.3.2 Checks during the journey, including ensuring that hoses are secured and have blanking caps in place, that there are no leaks, that components are not overheating, that all documentation is available, and that vehicle markings are in place, clean and clearly visible 6.3.3 Discharging tanks, including the drivers' responsibility for: reporting to the person in charge, following site rules, locating the emergency equipment, using the appropriate personal protective equipment, ensuring that the load is discharged into the correct tank, and that there is sufficient space for it, providing a sample of the load if required, making the correct connections, taking precautions against accidental movement, fire or explosion or implosion due to the formation of a vacuum, and following the correct procedures for unattended driver discharge or attended driver discharge including obtaining a certificate from a responsible person. (Inc - reference to Tanks Status Document - Confirmation of Last Load) 6.3.4 The causes and effects of Boiling Liquid Expanding Vapour Explosions 6.3.5 The causes of static electricity, and the specific precautions to be taken to avoid its dangers, including the use of anti-static and non-sparking tools and clothing 6.3.6 The avoidance of overloading and overfilling, including the use of dipsticks, ullage bars, sight glasses, gauges, meters and weigh-bridges 6.3.7 The cleaning and purging of tanks and ancillary equipment, e.g. pumps, hoses etc, including the driver's individual responsibilities; techniques, precautions (with particular reference to tank entry), avoidance of implosion, and compliance with COSHH or awareness of COSHH

6. (Cont) The procedures to be followed in relation to the operation of tanks and tank containers.	6.3.8 Using appropriate routes, avoiding built up areas, low bridges and routes with restrictions relating to the transport of dangerous goods.
Examination Questions: 5	

Subject	Areas to be covered
6. Knowledge of the various and different loading and discharge systems.	6.4.1 Closed and open systems 6.4.2 Loading and discharging using gravity or pumps, including the use of pumps or compressors either on the vehicle or external to it 6.4.3 The use of tipping tanks, including the use of pressure, use of stabilising legs, precautions in high winds, the dangers of sticking loads and overhead obstructions 6.4.4 The use of the prime mover engine to drive, through power take off, a pump or compressor, and the proper control of engine speed 6.4.5 Decompression before disconnection, and the avoidance of implosion 6.4.6 Discharge by pump, including pump priming 6.4.7 The correct connection of hoses, pumps and syphons, and the correct sequence for valve opening 6.4.8 The specific precautions to be taken when loading and unloading dangerous substances (top discharge), LPG, cryogenic gases and dangerous wastes.
Examination Questions: 3	

Subject	Areas to be covered
6. The behaviour of vehicles, tankers and tank containers on the road, including movements of the load.	6.5.1 Surge during braking and acceleration, and the need for the driver to anticipate and acclimatise 6.5.2 The need for clutch control and appropriate braking techniques, with and without ABS 6.5.3 Lateral movement due to sudden steering manoeuvres and roll-over 6.5.4 The roles and limitations of baffles and rules on minimum loading ratios
Training Note: This outcome must include an audio/visual presentation on Rollovers	
Examination Questions: Nil	