

Conextrans I.F.F. SA

Dangerous Goods / Transport Emergency Response Plan incorporating the requirements of Protection of the Environment Operations General Amendment (Pollution Incident Response Management Plans) Regulation 2012

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1. Introduction

A Transport Emergency Response Plan (TERP) is required to meet the requirements of:

- Dangerous Goods (Road and Rail Transport) Regulation 2009
- Protection of the Environment Operations (General) amendment (Pollution Incident Response Management Plans) Regulation 2012

A well-constructed TERP would prevent a minor incident from becoming a disaster, save lives, prevent injuries and minimise damage to property and the environment.

2. Objectives of a Transport Emergency Response Plan

- to minimise any adverse effects on people, damage to property or harm to the environment in a transport emergency;
- to facilitate a rapid and effective emergency response and recovery;
- to provide assistance to emergency and security services; and
- to communicate vital information to all relevant persons involved in the transport emergency (both internal personnel and external agencies) with a minimum of delay.

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3. Plan activation

3.1 Situation appraisal

In the event of an accident or incident involving dangerous goods, drivers are required to appraise the situation and report by telephone as follows:-

3.2 External alert mechanism

If there is an immediate threat to life, health or the environment, notify competent authorities(Police, Fire & Rescue etc.) first and then Conextrans I.F.F. SA

3.3 Internal alert mechanism

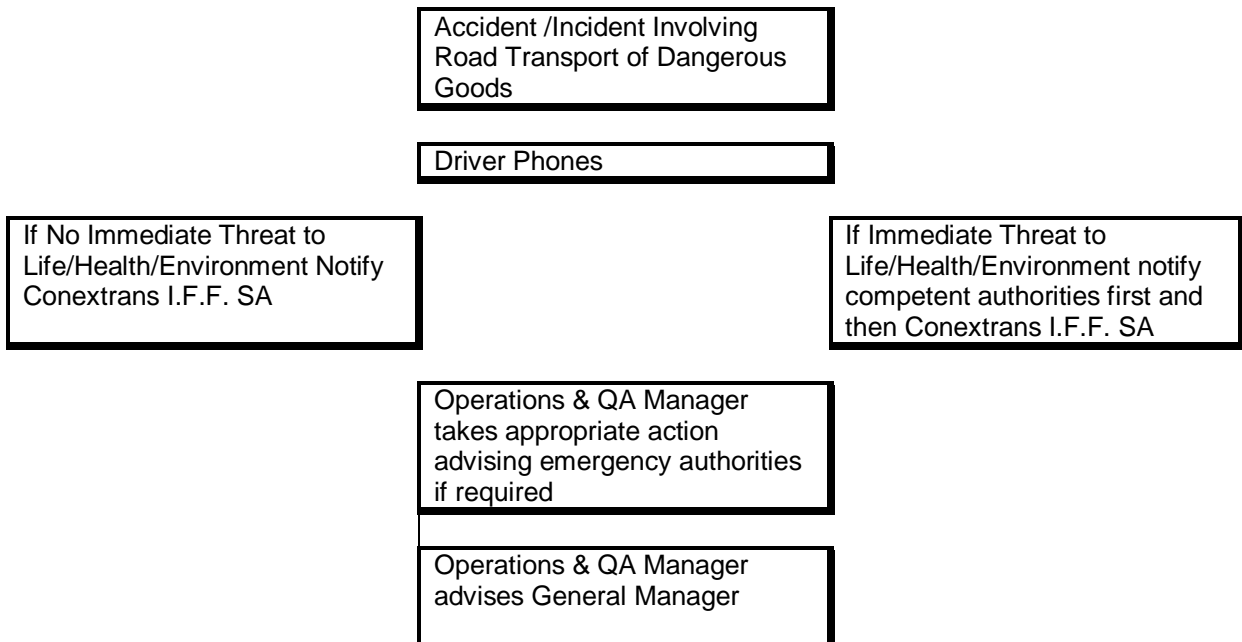
In all other cases, notify CONEXTRANS I.F.F. SA first.

Business hours or after hours telephone numbers as shown below.

Business Hours: +30 2310 77 87 41

After Hours: +30 9678 11 00 81 Mrs. Smaro Moroviani (Operations & QA Manager)

3.4 Plan activation flow chart



4. Information provision

The following information is to be provided by the driver when reporting a road transport accident or incident involving dangerous goods

A.

Your Name _____

How can we contact you? _____

Where are you? _____

Are there any injured persons? _____

Have you notified anybody? _____

What happened? Rollover, Collision, Fire, Spill/Leak, Explosion etc.

B.

What substances are involved? _____

Names: _____

UN Numbers: _____

Quantities: _____

Types of containers: _____

C.

Are there any threats to persons/property/environment, eg. Likelihood of fire/explosion, public exposure, environmental contamination? _____

The accuracy of the above information is vital in planning an effective response to an incident.

5. Other Requirements

5.1 General

A vehicle carrying more than a specified minimum amount of goods classified as Dangerous Goods must:

1. *Display Dangerous Goods Class labels front and rear.*
2. *If carrying bulk, display Emergency Information Panels on both side and rear.*
3. *Have fitted in an accessible position, the appropriate number and type of fire extinguishers displaying a current service tag.*
On vehicles, fire extinguisher(s) shall be mounted so that:
 - (a) *they are secured by means of a quick release attachment*
 - (b) *they are located to be readily accessible for use**In addition, for Road Tank Vehicles, the extinguisher(s) must be mounted as follows:*
 - (c) *remote from hose connection points*
 - (d) *where two fire extinguishers are required one is to be located on the left rear side with the other on the right hand side towards the front wherever practicable*
 - (e) *where one fire extinguisher is required, it should be located on the discharge side of the tanker wherever practicable*
4. *Have fitted in the driver's cabin, a special holder to carry the Initial Emergency Response Guide (the IER Guide), or Emergency Procedure Guides (EPG's) and Dangerous Goods Documentation.*
5. *Carry Transport Documentation and either the Initial Emergency Response Guide or EPG's appropriate to the load. The driver is not to leave loading point without them.*
6. *Carry protective clothing and equipment, appropriate to the hazards of the load.*
7. *When performing product transfers, follow applicable procedures at all times and wear appropriate personal protective equipment when required.*
8. *Carry 3 reflective breakdown triangles.*
9. *Carry specified insurance.*
10. *Carry only compatible loads, ensure products are labelled and packaged in accordance with Code, and ensure goods are suitably restrained to prevent movement and damage. All vehicles must be gated or equivalent for the carriage of packaged dangerous goods.*
11. *Ensure trailers, rigids or road tankers carrying dangerous goods in bulk are licensed and driven by a suitably licensed driver.*
12. *Carry a spill kit that is appropriate to the type of product being transported.*

5.2 Emergency information

Vehicles carrying Dangerous Goods in placard load quantities (marking quantities) must have a properly labelled Emergency Information Holder attached to the inside of the Driver's cabin door, or

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other conspicuous position adjacent to the door. These are to hold transport documentation and emergency information (EPGS) ONLY.

EPG's give advice on the most appropriate emergency actions to the Driver and anyone on site at a vehicle accident or other dangerous goods transport incident. Single page EPG's appropriate to the load being carried.

If EPG cards are used, at least 2 are required:

1. "Vehicle Fire"; - provided by the vehicle owner or prime contractor.
2. Either "Product Specific" or "Group Text" EPG's, covering each type of Dangerous Good carried; - provided by the consignor.

Conextrans I.F.F. SA policy requires EPG's to accompany all consignments of Dangerous Goods, irrespective of quantities, as loads may be later consolidated. All Drivers must ensure EPG's are in the holder before leaving the pick-up point.

5.3 Insurance

A vehicle transporting Dangerous Goods in placard quantities must be covered at all times by a policy of insurance or other form of indemnity covering personal injury, property damage and clean-up arising from fire, explosion, leakage or spillage of Dangerous Goods on or from the vehicle or container transported on the vehicle.

5.4 Load Restraint

There are specific requirements for the restraint of packages and bulk containers of dangerous goods.

PACKAGES

- must be stowed so as to prevent them damaging one another
- pallets must be of sound construction and free from projections (ie. nails, broken boards etc.)
- if the nature of the dangerous goods require it, they must be kept cool or dry
- packages should not project horizontally outside the vehicle body
- if the packages display a "this side up" label then that label must be uppermost
- if the packages are on an open tray then they must be STOWED AND SECURED within rigid sides or gates
- no package must protrude above the sides or gates by more than 30% of the height of the package
- unitised packages (drums, cartons etc.), and unit loads should be restrained by secure tie-down methods appropriate to the weight and type of load carried

BULK

- isotanks/tank containers should always be transported on step deck trailers to maximise lateral stability
- IBC's should be restrained using load binders or dogs and chains of breaking strain at least twice the weight of the full IBC, this also applies to flexible IBC's, but be aware that the contents may settle resulting in the securing device losing tension

REMEMBER:

- tarpaulins are not considered as load restraint devices

- load restraint, like vehicle signage, must be revised after each pick-up and each delivery.

5.5 Summary of responsibilities

The Driver must ensure:

- shipping documents and emergency information are carried in the emergency information holder
- goods are protected from damage, correctly stowed and secured at all times
- goods are compatible and vehicle is correctly labelled/marked
- if the vehicle or equipment is knowingly defective, the vehicle is not to be driven
- necessary safety equipment is carried and serviced
- requirements with regard to route, procedures and rest stops are complied with
- in case of breakdown, other road users are alerted by the use of warning devices
- no unauthorised passengers are carried
- parking, loading and unloading requirements for dangerous goods are complied with
- the consignment is not unloaded unless the receiver is present, or by prior arrangement a secure place is made available
- the trailer containing dangerous goods is not detached from the prime mover except at a declared vehicle marshalling area, a transport depot, for immediate exchange between prime movers or in an emergency
- if the vehicle is involved in an accident resulting in a dangerous situation, the prime contractor, police and emergency services are notified and assistance is provided
- procedures as outlined in any emergency information are followed in an emergency
- the escape of dangerous goods is prevented or minimised in an emergency
- persons are warned/kept away in an emergency

The Prime Contractor must ensure:

- employees are trained in respect of their responsibilities
- packages which are damaged or defective to the extent they are not safe to transport are not transported.
- freight containers, tanks and IBCs are approved
- vehicles comply to all safety standards
- freight containers are suitable for transporting the goods, free from defect, clean and dry, and free of dangerous goods residues
- safety equipment is provided and regularly serviced
- the vehicle is covered by the required insurance
- all packages are approved, safely stowed, securely restrained and correctly labelled
- the load is correctly labelled/marked
- the load is compatible or approved segregation devices are used
- shipping documentation and emergency information is provided
- dangerous goods are removed from vehicles prior to towing or repair
- routes and times of travel designated by the competent authorities are adhered to
- incidents resulting in dangerous situations are reported to the competent authorities
- dangerous goods in bulk are not transported unless a telephone advisory service is provided
- placard quantities of dangerous goods are not transported unless an emergency plan is in place
- dangerous goods in bulk are not transported unless the vehicle and driver are licensed

The Vehicle Owner must ensure:

- the vehicle is suitable for transport of the goods and free from any known defect
- tank vehicles are approved, maintained, tested and free from any incompatible goods

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- vehicles are fitted with load restrain devices
- equipment used for the transfer of goods is suitable and free of defect
- vehicles have the appropriate insurance coverage
- the vehicle is equipped with the appropriate personal protective and safety equipment

5.6 Additional

Dangerous Goods and EPA legislation exists to ensure that the appropriate standards are maintained with respect to the transport of dangerous goods and any potential threats to persons, property and the environment are minimised.

A breach of the ADG Code or regulations or EPA Legislation, may be fined heavily.

DO:

- Ask questions if in doubt.
- Make sure transport documents accurately reflect the load carried.
- Make sure you read the EPG's before starting.
- Check you have the correct Class labels (and EIP's for Bulk).
- Check load compatibility before and after loading.
- Make sure load is properly secured.
- Make sure weather protection is adequate.
- Ensure EPG's Shipping Documentation are in the Holder.

DON'T:

- Accept damaged or leaking packages.
- Leave dangerous goods placarding on an empty vehicle.
- Fool around or take chances while loading, unloading or on the road.
- Smoke whilst loading or unloading, or when carrying Classes or Sub-risks 1, 2.1, 3, 4 or 5.

Vehicle Checklist:

Check the following before leaving the depot or pick-up point:-

- Vehicle labels – Front and Rear
- Fire Extinguisher(s)
- DG Kit is sealed and contents are within use by date
- Emergency Information Holder on driver's door or conspicuous position within cabin
- 'Vehicle Fire' EPG and EPG Cards for products carried
- Correct transport documentation provided and located within Emergency Information Holder

Load Stowage and Security

- Packaging is approved and correctly labelled
- Weather Protection
- Condition of vehicle
- Driver adequately briefed with respect to DG carried

IF CARRYING BULK – ALSO CHECK

- EIP's – visible both sides and rear
- EIP's accurately reflect product carried