

2 February 2010

Transportation and Travel
Command Dangerous Goods Program

For the Commander:

ROBERT B. BROWN
Brigadier General, GS
Chief of Staff

Official:



DWAYNE J. VIERGUTZ
Chief, Army in Europe
Document Management

Summary. This regulation—

- Assigns responsibilities and prescribes policy and procedures for commanders and dangerous goods advisers who move DOD dangerous goods and hazardous waste in the European theater by road, rail, inland waterways, air, sea, and pipeline.
- Defines European requirements for monitoring the movement of dangerous goods by road, rail, inland waterways, air, sea, and pipeline.
- Identifies functions and associated training requirements involved in movement activities of dangerous goods by all modes of transportation.
- Explains monitoring responsibilities and possible sanctions by function based on the mode regulations.
- Refers to the *L'Accord européen relatif au transport international des marchandises dangereuses par route* (European Agreement Concerning the International Carriage of Dangerous Goods by Road); the *Règlement concernant le transport international ferroviaire des marchandises dangereuses* (European Regulation Concerning the International Carriage of Dangerous Goods by Rail); International Maritime Dangerous Goods Code; *L'Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures* (European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterway); the International Civil Aviation Organization Technical Instructions; the International Air Transportation Association Dangerous Goods Regulations; Air Force Manual 24-204, and the List of National Regulations Implementing European Agreements (app F) for these international agreements and recommendations.

Applicability. This regulation applies to DOD organizations, U.S. Government agencies, and U.S. and host-nation civilian workers and contractors who handle dangerous goods under the control of the U.S. Army in the European theater.

Supplementation. Organizations will not supplement this regulation without the Chief of Staff, HQ USAREUR (AEAGX-A), approval. Army garrison dangerous goods advisers appointed by their commander may supplement this regulation based on country-specific regulations and organizational structure. All proposed supplements to this regulation must be submitted to the Command Dangerous Goods Adviser (CDGA), USAREUR Safety Office, for review and coordination before being submitted to the garrison commander for approval.

Forms. This regulation prescribes AE Form 55-50A, AE Form 55-50B, AE Form 55-50C, AE Form 55-50D, AE Form 55-50E, AE Form 55-50F, and AE Form 55-50G. AE and higher level forms are available through the Army in Europe Library and Publishing System at <https://aepubs.army.mil/ae/public/main.aspx>.

Records Management. Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are available on the Army Records Information Management System website at <https://www.arims.army.mil>. In deviation from AR 25-400-2, specific reports and certificates described in this regulation must be maintained on file for 5 years for review by host-nation surveillance agencies.

Suggested Improvements. The proponent of this regulation is the USAREUR Safety Office (AEAGX-A, DSN 370-6917). Users may suggest improvements to this regulation to the CDGA, USAREUR Safety Office (AEAGX-A), Unit 29351, APO AE 09014-9351.

Distribution. C (AEPUBS).

CONTENTS

SECTION I GENERAL

1. Purpose
2. References
3. Explanation of Abbreviations

SECTION II DUTIES AND RESPONSIBILITIES

4. General
5. USAREUR Command Dangerous Goods Adviser
6. Army Garrison Commander
7. Army Garrison Dangerous Goods Adviser
8. Unit Commander
9. Unit Dangerous Goods Adviser

SECTION III JOINT DANGEROUS GOODS STEERING COMMITTEE AND EXPLANATION OF FUNCTIONAL RESPONSIBILITIES

- 10. Joint Dangerous Goods Steering Committee
- 11. Explanation of Functional Responsibilities

Appendixes

- A. References
- B. Accident/Incident Report
- C. DGA Monitoring Report
- D. List of National Regulations Implementing European Agreements
- E. Responsibilities by Function and Mode That Can Be Sanctioned
- F. DGA Training Lesson Plan

Glossary

SECTION I GENERAL

1. PURPOSE

This regulation prescribes policy and procedures for the Command Dangerous Goods Program. This publication applies to DOD organizations, U.S. Government agencies, and U.S. and host-nation civilian workers and contractors who handle dangerous goods under the control of the U.S. Army in the European theater.

2. REFERENCES

Appendix A lists references.

3. EXPLANATION OF ABBREVIATIONS

The glossary defines abbreviations.

SECTION II DUTIES AND RESPONSIBILITIES

4. GENERAL

This section specifies responsibilities of personnel involved in dangerous goods (DG) transportation laws and regulations of European member States. There are three categories:

a. Responsible personnel. Responsible personnel are commanders of units whose duties include planning, preparing, storing, moving, loading, unloading, carrying, and receiving of DG and hazardous waste (HW). The head of the organization has overall responsibility for the DG program. For USAREUR units, the lowest function in this context is the company commander.

b. Appointed personnel. Appointed personnel act on behalf of the commander to execute specific duties (responsible personnel duties). These personnel are responsible for executing their duties under general supervision and require orders in writing that describe the scope of duties and authorities (for example, commanders, dangerous goods advisers (DGAs), inspectors, and certifiers).

c. Other responsible personnel. Other responsible personnel execute duties prescribed by DG regulations (for example, drivers, packers, loaders, receivers). These personnel are supervised by functional experts and are responsible for executing their duties within the scope of the job or function description (with the exception of drivers).

5. USAREUR COMMAND DANGEROUS GOODS ADVISER

In coordination with the USAREUR Safety Office, the Command Dangerous Goods Adviser (CDGA) will—

a. Advise and represent the command on DG/HW issues.

(1) Act as a consultant to the CG, USAREUR, and subordinate senior commanders for plans and programs involving the movement of DG and HW in Europe.

(2) Represent the CG, USAREUR, during negotiations with host-nation authorities concerning DG and HW movement policies.

(3) Provide guidance that ensures U.S. Forces have a military vehicle and tank program in compliance with regulations concerning registration, inspection, and utilization of vehicles and tanks for the movement of DG and HW on public highways in Europe.

(4) Implement, monitor, and administer the USAREUR DG and HW Movement Safety Program in compliance with European movement regulations and agreements, NATO agreements, specific host-nation rules that apply to the U.S. Forces, and appropriate DOD instructions.

(5) Provide clarification and interpretation of U.S. national and military regulations and the rules implemented by European nations in the countries where U.S. Forces units or organizations are stationed, visit, or transit (for example, national laws and ordinances implementing the *L'Accord européen relatif au transport international des marchandises dangereuses par route* (European Agreement Concerning the Transportation of Hazardous Goods by Road) (*ADR*), *Règlement concernant le transport international ferroviaire des marchandises dangereuses* (European Regulations Concerning the International Carriage of Dangerous Goods by Rail) (*RID*), International Civil Aviation Organization – Technical Instructions (ICAO-TI), International Air Transport Association – Dangerous Goods Regulations (IATA-DGR), International Maritime Dangerous Goods Code (IMDG)). Legal interpretation of U.S. national and military regulations and rules implemented by European nations should be coordinated with OJA.

(6) Represent the commander during official hearings and investigations concerning accidents or incidents involving U.S. military DG and HW.

(7) Administer, compose, and submit the annual command DG-movement report in accordance with this regulation using AE Form 55-50A. Maintain reports at least 5 years on file.

(8) Act as the command focal point for investigations and formal compliance inspections concerning the DG- and HW-movement program initiated by host-nation surveillance agencies (HNSAs).

(9) Provide a CDGA quarterly report to the commander with information on surveillance activities and program status.

(10) Serve as a member of the international coordination group for DG and HW movements representing the U.S. Army in meetings concerning DG and HW movement programs.

(11) Serve as the U.S. Army co-chairman of the U.S. Forces Joint DG Steering Committee in Europe.

(12) Participate as the USAREUR representative and functional expert in the host-nation military committees, hazardous-cargo subgroups, regulating national DG and HW movement applicable to military forces.

(13) Participate as the USAREUR representative for DG and HW movements in NATO standardizations committees for air, land, and sea movements.

(14) Provide briefings during commander conferences concerning the DG- and HW-movement program (trends and findings) and commander responsibilities.

(15) Serve as the adviser to the on-scene commander of U.S. Forces emergency response teams for managing the safe movement of DG and HW in case of accidents or incidents.

b. Develop policy for DG/HW preparation, training, appointment, notification, certification, documentation, loading, packing, receiving, storing, and movement.

(1) Develop policies based on European and North Atlantic Treaty Organization (NATO) agreements, host-nation law, and DOD instructions for the safe movement of DG and HW, ensuring USAREUR and tenant organizations on U.S. Forces installations comply with military and host-nation directives.

(2) Provide guidance and assistance to foreign military sales (FMS) and military assistance program (MAP) managers, and coordinate movements and security plans of U.S. Government-supported FMS and MAP material consisting of DG when moving through U.S. Forces installations.

(3) Provide policy concerning the specifications of registered- and authorized-transport assets allowed in Europe, and coordinate requirements with central-buy program managers.

(4) Provide policy concerning security of DG and HW movement according to European and DOD rules.

c. Enforce compliance with all DG/HW rules, regulations and international agreements.

(1) Continuously analyze European and specific host-nation rules concerning the movement of DG and HW and changes to them to ensure compliance, readiness, and responsiveness of U.S. Forces units and organizations.

(2) Ensure subordinate organizations and tenants on installations comply with military and host-nation DG and HW directives applicable to preparing, training, appointment, notification, certification, documentation, loading, packing, receiving, storing, and moving of DG and HW.

(3) Provide expertise and guidance to program planners to ensure compliance with DG and HW movement regulations for international organic movements of expeditionary forces.

(4) Ensure a system is in place to obtain the necessary permits and clearances for international organic movements.

(5) Develop guidance and procedures for proper identification, packaging, load securing, and documentation of DG and HW during movement.

(6) Determine possible breaches of laws and ordinances and initiate instructions accordingly to prevent monetary punishments and mission failures. The DG advisor must receive special training in order to review compliance with legal provisions. In difficult cases, the DG advisor should consult with their legal advisor.

(7) Notify the responsible directorate in the major command when a military instruction is found noncompliant with the host-nation or European rules for the movement of DG and HW, and provide corrective instructions to ensure the military mission is not affected.

(8) Ensure U.S. Army and tenant organizations on U.S. Army installations implement security plans in accordance with DOD and USEUCOM directives to protect high-consequence items from being misused by terrorists or criminals.

(9) Ensure units concerned with movement of high-consequence DG and HW items meet security rules in DOD 4500.9-R, chapter 205, and the various mode regulations (for example, ICAO-TI, IATA-DGR, IMDG Code, *ADR*, and *RID*). Ensure host-nation security agencies are notified and involved, if required.

(10) Ensure security requirements established by air and sea directives are complied with when an operation at a European airport or seaport is under U.S. Army control.

(11) Ensure security forces and base units cooperate in regards to positive inbound clearance (PIC), carrier and driver identification, proper documentation and on-base routing, suspect vehicle identification, and providing safe haven.

(12) Ensure units owning and releasing high-risk DG and HW provide proper security training and instructions to personnel moving or receiving DG and HW. Training must conform to the requirements in DOD 4500.9-R, chapter 205.

d. Ensure agreements on DG/HW with host nations are in place.

(1) In coordination with G8, ensure standard agreements with host nations are in place to allow the execution of the U.S. military mission without delay (if U.S. military regulations cannot be adjusted due to unique DOD systems).

(2) Ensure standing waivers are negotiated with host-nation authorities for assigned military vehicles and tanks used on public roads when U.S. vehicle and tank specifications are not in compliance with host-nation regulations for moving DG.

(3) Initiate interim hazardous classification and waivers through proper host-nation agencies in case U.S. property is noncompliant with European regulations.

e. Conduct periodic DG/HW inspections at U.S. Forces installations.

- (1) Document the inspection on AE Form 55-50D.
- (2) Report deficiencies and findings to the commander.
- (3) Recommend corrective actions to senior leadership.
- (4) Monitor the implementation of corrective actions.
- (5) Provide training to the responsible personnel of the deficient organization, if required.

f. Investigate accidents or incidents during movement of DG/HW.

- (1) Determine and analyze causes of movement accidents or incidents involving DG and HW.
- (2) Implement new or revised policies to prevent accidents or incidents when moving DG and HW.
- (3) Prepare official reports and statements on accidents, incidents, or on breaches of the law during movement, loading, or offloading of DG and HW based on information provided on AE Form 55-50B, completed by the unit dangerous goods adviser (UDGA) or Army garrison dangerous goods adviser (AGDGA). If required, provide technical support to the investigating authority.
- (4) Submit official reports to the competent authorities identified by host-nation directives.

g. Manage DG/HW training program.

- (1) Ensure subordinate organizations moving DG and HW have an efficient training program for responsible personnel (commanders), appointed personnel (certifiers, inspectors, DGAs), and other responsible personnel (for example, packers, drivers, handlers).
- (2) Provide guidance and European region-approved lesson plans for training assigned personnel involved in the movement of DG and HW.
- (3) Provide initial and annual awareness training to senior leaders assigned to USAREUR who have DG and HW program responsibilities.
- (4) Ensure competent, registered, and certified training sources are available for training personnel who certify, move, or inspect DG and assets by any mode.
- (5) Maintain records on all trainees, training sources, training dates, and training expiration for personnel involved in handling, packing, certifying, moving, and documenting DG and HW in subordinate organizations.
- (6) Attend annual DGA conferences to keep updated on the latest developments and changes.
- (7) Initiate and conduct annual joint DGA workshops to provide information to senior leaders and AGDGAs.

6. ARMY GARRISON COMMANDER

The Army garrison commander will—

- a. Ensure subordinate units comply with DG regulations for packaging, loading, shipping, moving, offloading, receiving, and unpacking DG and HW.
- b. Ensure the AGDGA—
 - (1) Reviews and analyzes organizational processes for compliance with command policy.
 - (2) Has at least 2 years remaining on his or her position after it is chartered and at least 2 years of experience as a DG certifier before the appointment.
 - (3) Keeps reports on file for at least 5 years.
 - (4) Keeps the organizational DGA program current by providing sufficient funding to the AGDGA office for purchasing laws, regulations, informational material, and training aids.
- c. Establish procedures and policy for subordinate units to regulate the safe movement of DG and HW.
- d. Ensure packaging, container loads, and vehicles designated to move DG and HW meet DG regulations.
- e. Appoint a primary and alternate AGDGA in writing using AE Form 55-50E, and provide a copy of the appointment to the CDGA.
 - (1) Ensure the appointment describes the scope of the AGDGA duties and responsibilities. If more than one DGA is appointed, the appointment orders must identify the responsibilities of each appointee in writing.
 - (2) Depending on the size and mission of the organization, the AGDGA may be full- or part-time. When the DGA is not full-time, ensure the DGA duty is an additional duty.
 - (3) Appointments will be issued only to DG-qualified, senior-transportation specialists or technical-logistics engineers.
- f. Review annual AGDGA reports and submit reports to arrive at the USAREUR Safety Office, CDGA, not later than 15 January each year. The report will be provided using AE Form 55-50A.
- g. Ensure tenant units on their installation comply with DG rules.
- h. Ensure access to respective organizations is arranged in case of an official host-nation surveillance activity or investigation. The CDGA must be informed about host-nation surveillance activities.
- i. Ensure awareness training on DG rules is obtained from the AGDGA not later than 90 days after assumption of command.
- j. Assign the AGDGA office to a position not lower than the garrison commander staff.

- k. Provide the name of the AGDGA to the HNSA on request.
- l. Comply with directives issued by the HNSA.
- m. Support HNSA surveillance activities.
- n. Provide information (including documentation on DG moves) requested by the HNSA without delay. Information that can be considered “self-incriminating” will not be provided to the HNSA.
- o. On request, grant access to respective installations for personnel assigned to the HNSA for the purpose of inspecting administrative areas, storage sites, load sites, and vehicles and planes used for moving DG. Status of forces agreements (SOFAs) must be followed concerning restricted and classified areas and information.
- p. Provide auxiliary equipment (for example, forklift) to HNSA personnel on request.
- q. Provide samples of packaging and DG to HNSA personnel on request. DG related to weapon systems are not subject to this regulation. Access to weapons systems and weapon system-related material must be coordinated through the agencies listed in the applicable SOFA between the host nation and U.S. Forces. Only DG considered consumables when manufactured in the United States under military or Federal specification rules can be provided as a sample.
- r. Ensure certifiers and other responsible individuals assigned to subordinate organizations are properly trained and, if required, appointed by their unit commander when these individuals execute DG duties. Appointing DGAs and certifiers does not relieve the commander of responsibilities listed in DG and HW regulations. Commanders should also receive appropriate training on DG and HW regulations.
- s. Ensure a sufficient number of qualified certifiers are appointed for DG movements for road, rail, air, and sea to units moving DG. The numbers must be based on movement through the Defense Transportation System (DTS) and on the unit deployment process. The number of required certifiers established by each company must be tracked to ensure there is no mission stoppage.
- t. Ensure units moving DG have at least one primary and one alternate DGA appointed to ensure unit training and surveillance are conducted.
- u. Ensure security plans are implemented for DG identified in DOD 4500.9-R, part II, chapter 205, paragraph X, as well as the mode-specific security regulations outlined in the *ADR*, *RID*, ICAO-TI, IATA-DGR, and the IMDG.

7. ARMY GARRISON DANGEROUS GOODS ADVISER

The AGDGA will—

- a. Implement and maintain the organizational DG program based on U.S. and host-nation laws and regulations, on command policy, and on the functional responsibility explained in paragraph 11.
- b. Advise the Army garrison commander, subordinate organizations, and customers concerning plans and programs involving the movement of DG and HW.

- c. Coordinate movement of DG and HW through respective organizations based on FMS and MAP plans of the U.S. Government.
- d. Develop and implement an Army garrison policy based on host-nation law, DOD instructions, and command policy for the safe movement of DG and HW specific to the mission of the respective organizations.
- e. Maintain organizational DG and HW inventory by United Nations (UN) number and storage location, and submit it to the CDGA when requested. An inventory template is at <http://www.per.hqusareur.army.mil/services/safetydivision/transport.htm>.
- f. Implement and monitor procedures for properly identifying, packaging, securing, and documenting of DG and HW during movement.
- g. Provide clarification on U.S. military regulations; Title 49, Code of Federal Regulations; and European rules (*ADR* and *RID*).
- h. Help customers with classification of DG and HW when the material is not specifically identified by UN number by considering the characteristics of the DG or HW and the regulations on items not otherwise specified.
- i. Provide recommendations to commanders on how to move DG and HW through the DTS and initiate interim hazardous classification (IHC) and waivers through the CDGA if a substance or transport asset is not in compliance with DG regulations for the planned movement mode.
- j. Keep updated on host-nation and USEUCOM rules concerning the movement of DG and HW.
- k. Identify possible breaches of the host-nation DG law by military instructions. If deficiencies are found, report these to the CDGA for solution.
- l. When tasked, support the CDGA as the functional and organizational expert during negotiations with the appropriate host-nation authority.
- m. Provide guidance to ensure the installation has a military vehicle program in compliance with regulations concerning registration, inspection, and utilization of vehicles for the movement of DG and HW on public roads and on the installation.
- n. Request standing waivers through the CDGA for assigned military vehicles if vehicle specifications are not in compliance with host-nation regulations for DG vehicles.
- o. Ensure a current list of vehicle and tanks certified for the movement of DG (FL and EX/II/III), by registration number and type, is maintained and a copy provided to the CDGA.
- p. Ensure the equipment listed in the *ADR*, section 8, and the additional equipment listed under the “Instructions in Writing” is onboard the transport asset, and check the serviceability and authorization of the items. DOD manuals may direct specific minimum-withdrawal distances and evacuation procedures, or the use of special equipment, such as protective clothing, spill kits, masks, and firefighting instructions (including special fire-extinguishing agents and neutralizing agents). Instructions specified in these DOD manuals must be transferred to the “Instructions in Writing.”

- q. For international organic transportation, provide expertise and guidance to the shipper concerning specifications required for the transport assets.
- r. Ensure drivers comply with rules concerning permits and clearances for DG and HW movements.
- s. Monitor equipment and material used for loading, offloading, and load securing DG and HW to ensure safety regulations are followed.
- t. Monitor compliance with DG- and HW-movement regulations when contractors are hired to move U.S. Government-owned or -leased DG.
- u. Ensure units responsible for loading, storing, handling, and offloading DG and HW have implemented proper accident-prevention and personnel safety SOPs and training for assigned personnel.
- v. Implement and monitor emergency measures in response to accidents or incidents involving DG during movement or loading and movement preparation. Procedures must be included in U.S. Army garrison emergency-response plans.
- w. Conduct periodic inspections of subordinate units reviewing compliance with DG- and HW-movement regulations for appointment of personnel, documentation, and training. Use AE Form 55-50D to document the inspection. Units must be visited at least annually, and units with a large volume of DG must be visited more frequently or as necessary. Report AGDGA activities to the CDGA using AE Form 55-50C.
- x. Report deficiencies to the Army garrison commander and recommend corrective actions.
- y. If required, provide training to the responsible personnel of the deficient organization.
- z. Investigate accidents or incidents, determine and analyze causes, and implement new or revised Army garrison policy and procedures to prevent accidents or incidents during the movement of DG and HW.
 - aa. Compose reports on accidents, incidents, or breaches of the law during transportation, loading, or offloading of DG and HW in the format provided in each mode regulation. Submit reports to the CDGA for processing to the respective host-nation competent authority. Use AE Form 55-50B for recording the information on accidents or incidents. To determine when the accident or incident report on AE Form 55-50B is required, refer to the information in appendix B.
 - ab. Compose and submit the annual DG report on AE Form 55-50A.
 - ac. Act as the Army garrison POC for investigations and formal-compliance inspections of DG- and HW-Movement Program.
 - ad. Provide initial and annual awareness training to the appointed Army garrison commander, senior leaders, and unit commanders having responsibility in the DG- and HW-Movement Program. Ensure awareness training on DG- and HW-movement rules is provided no more than 90 days after assumption of responsibilities.

ae. Ensure subordinate units and tenants involved in moving DG and HW have an efficient training program according to DG- and HW-movement regulations.

af. Ensure competent, registered, and certified training sources are available for training personnel who certify, move, or inspect DG and assets by any mode. Provide assistance in determining training requirements and training sources for the organization.

ag. Keep records on all trainees, training sources, training dates, and training expiration for personnel who handle, pack, certify, move, or document DG.

ah. Report names, units, training dates, sources, and expiration dates of trained and appointed personnel to the CDGA. The format can be obtained from the CDGA. The list needs to be updated monthly.

ai. Arrange or conduct training for unit DGAs and unit personnel supervising and executing DG and HW movements by road, rail, and intermodal traffic (para 4c).

aj. Attend annual CDGA workshop to keep up to date on developments and changes.

ak. Initiate and conduct annual refresher training to appointed unit DGA and certifiers and to ensure they are informed on the latest changes in DG- and HW-movement rules.

al. Advise the on-scene commander on managing the safe movement of DG and HW from the scene of incidents or accidents.

am. When tasked, serve as a member of the USAFE/USAREUR Joint Dangerous Goods Steering Committee (JDGSC).

an. Maintain records and documentation on all DGA actions, annual reports for review by higher headquarters, and host-nation authorities for at least 5 years. The following records must be maintained:

(1) Documentation on inspections (for example, training records of certifiers, drivers and DGAs, appointment orders of certifiers and assigned DGAs).

(2) List of certified DG vehicles and tanks (for example, EX/II and FL certifications).

(3) Accidents and incident reports.

(4) Annual DG report.

(5) List of DG identified by UN number owned by the organization and segregated by units.

(6) Interim hazardous classifications.

(7) Competent-authority approvals and waivers.

(8) Briefings to the commander.

(9) Lists of SOPs that include DG regulations for specific units.

(10) Lists of types of spill kits and locations by unit.

(11) Lists of approved position descriptions that include duties regulated by DG and HW regulations.

ao. Review unit-deployment plans and unit line numbers for packages containing DG and advise the unit deployment officer (UDO) about proper identification and movement procedures for deploying DG and HW cargo. Ensure host-nation waivers are in place for the carriage of DG and HW during deployment, and that the UDO is trained to understand the difference between regulations concerning “carriage” and “transportation” (mobilization and sustainment) of DG and HW during deployment.

ap. Maintain a current DG and HW library and training material according to the mission of the organization. This should include national and international regulations (printed and electronic copies). Regulations and updates must be procured as soon as they are available. The AGDGA will inform the appointed UDGAs on new and changed DG and HW regulations.

aq. Ensure UDGAs maintain current regulations on DG and HW movement rules according to their mission.

ar. Report vehicles or tanks certified to move DG and HW to the CDGA each quarter.

as. Develop and implement checklists that conform to DOD and AE policy, and European regulations applicable to the U.S. Forces to ensure the safe movement of DG and HW and to avoid sanctions by European nations.

8. UNIT COMMANDER

For DOD and AE directives, unit commanders are appointed and responsible personnel, executing functions which are by law the responsibility and duties of the head of the organization. For Army units in Europe, the lowest level of responsible personnel in this context is a company commander. The unit commander will—

a. Be responsible for operations under his or her control.

b. If moving or packing, loading, filling, or unloading DG or HW, appoint at least one primary and one alternate UDGA using AE Form 55-50E. The text needs to be tailored to the company issuing the appointment. The UDGA is responsible for helping prevent the risks inherent in such activities with regard to persons, property, and the environment. Based on the volume of DG and HW movements, this may be the only additional duty to which the individual will be appointed. A copy of the appointment order must be sent to the AGDGA.

c. Appoint at least one primary and one alternate qualified certifier to certify that consignments are fully and accurately described, classified, packaged, marked, labeled/placarded, and are in all respects in proper condition for transport according to international and national Government regulations. Certifiers are required for all movement modes. For appointing certifiers, use AE Form 55-50F. Ensure a copy of the appointment order is sent to the AGDGA.

d. Ensure that maintenance activities responsible for conducting the European Compliance Inspection Program (ECIP) and issuing hazardous vehicle certification permits (HVCPS) will use only qualified and properly appointed vehicle experts that certify the initial vehicle registration or annual extension of the registration (EX/II or FL).

e. Ensure Class 1 and 3 DG and HW are moved only in vehicles that are compliant with the ECIP, and ensure the HVCP is current. Other DG and HW will be moved only in vehicles that meet the requirements of the special handling regulations prescribed by the *ADR*.

f. Ensure, in addition to U.S. regulations on road and rail movements, the regulations prescribed by the *ADR*, part 7, are enforced. In case of conflicting instructions, the AGDGA should be consulted for guidance.

g. Ensure UDGAs, certifiers, and other responsible personnel (drivers, packers, loaders) are properly trained to perform their assigned functions.

h. Fund the UDGA library and training.

i. Ensure in case of accident or incident, the UDGA compiles the data required in accident or incident report formats listed in the various mode regulations and as directed by the AGDGA for the deficiency analysis; and ensure distribution of the report using AE Form 55-50B is made in accordance with instructions established by the AGDGA and CDGA. To determine when the accident or incident report on AE Form 55-50B is required, refer to appendix B.

j. Provide assistance to the host-nation inspectors as requested for investigations of incidents or accidents.

k. Ensure corrective actions are implemented to prevent recurrence of incidents or accidents.

l. Ensure awareness training of DG and HW movement rules applicable to the commander's area of responsibility is obtained from the AGDGA not more than 90 days after assumption of responsibilities.

m. Provide access to his or her unit or organization and to all information pertaining to the movement of DG and HW during monitoring contacted by the AGDGA and the CDGA.

n. Ensure units operating tanks or vehicles conduct and document the proper tests for tanks as listed in paragraphs 6.7 and 6.8 of the *ADR*.

o. Ensure units operating tank vehicles maintain proper tank records listed in paragraph 4.3.2.1.7 of the *ADR*.

9. UNIT DANGEROUS GOODS ADVISER

The UDGA will—

a. Use checklists to ensure units comply with DG and HW regulations by inspecting each DG and HW movement based on checklists implemented in coordination with the AGDGA.

b. Advise the unit commander, unit DG certifiers, and secondary responsible personnel in the organization on the movement of DG and HW. Train personnel who handle, certify, and move DG and HW.

(1) This training must be conducted based on approved command and Army garrison lesson plans on the proper identification, documentation, marking, labeling, and packing of DG and HW.

(2) Annual awareness training must be conducted based on and immediately following the annual update training provided by the AGDGA.

c. Review and develop procedures and unit instructions for load securing and the safe movement of DG and HW. Before implementing these instructions they must be coordinated with the respective AGDGA.

d. Inform the unit commander and the AGDGA immediately if program deficiencies are found during inspections.

e. Maintain documentation on inspections in the format provided in AE Form 55-50D, including the date and time the inspection was conducted, the names of inspected persons and office, and the types of processes inspected (for example, certification, packaging, loading). Compliance checklists should be tailored to the functions and movement modes executed by the unit.

f. Maintain a list of trained and appointed personnel assigned to the unit and send updates to the AGDGA as changes occur.

g. Compile data in the format prescribed in AE Form 55-50A and submit this data to the AGDGA frequently but not later than 15 December each year for the period 1 October through 30 September.

h. Maintain records and documents on file for at least 5 years or as directed by other regulations.

i. Consult the AGDGA for situations not identified by this regulation, or in case of conflicting information.

j. Ensure proper procedures for the safe loading and unloading of DG and HW are implemented and followed.

k. Implement and execute proper emergency procedures in case of an incident or accident to ensure loading, unloading, and removing of DG and HW at the scene of accident or incident are done safely. Cooperate with the local fire chief on emergency-response plans. Implement appropriate measures and monitor processes to avoid the recurrence of accidents, incidents, and serious infringements. A copy of the unit emergency-response plan must be sent to the AGDGA for review and coordination.

l. Provide assistance to the AGDGA for compiling and reporting data in accordance with *ADR*, section 1.8, on serious accidents, incidents, or serious infringements during the loading, transport, and unloading of DG. AE Form 55-50B provides the format for accident and incident reports and the data required. Accident reports are required when, during the movement and loading or offloading of DG, personnel or animals are injured or killed, or property or the environment was damaged by DG and HW spills. This includes accidents or incidents on military installations. To determine when the accident or incident report on AE Form 55-50B is required, refer to the information provided in appendix B.

m. Identify requirements for derogations and submit requests for waivers to the AGDGA.

n. Ensure required documentation and safety equipment are available during the movement of DG and HW.

(1) Ensure the content of documentation is correct and valid.

(2) Ensure safety equipment is authorized, serviceable, and compatible to the DG and HW being moved.

- o. Determine DG and HW identification discrepancies to the AGDGA. When required, send a waiver request through the AGDGA to the CDGA.
- p. Identify discrepancies in the assigned vehicle fleet and send this information to the AGDGA.
- q. Ensure load-securing material and handling equipment used during loading and offloading of DG and HW complies with paragraph 9j.
- r. Attend the annual refresher training provided by the AGDGA (app F).
- s. Ensure the information provided during the annual refresher training is provided to all unit personnel who move and prepare DG and HW. Review SOPs to ensure they are in compliance with current regulations.
- t. Report completion of annual refresher training to the AGDGA.
- u. Report personnel not attending refresher training to the unit commander for revoking the appointment orders.

SECTION III

JOINT DANGEROUS GOODS STEERING COMMITTEE AND EXPLANATION OF FUNCTIONAL RESPONSIBILITIES

10. JOINT DANGEROUS GOODS STEERING COMMITTEE

The USAREUR DGA will serve on the JDGSC. The JDGSC consists of command DGAs, functional DG/HW movement experts, and a representative from the International and Operational Law Division, USAREUR Office of the Judge Advocate. The purpose of the JDGSC is to—

- a. Coordinate all activities related to policy of DG and HW movements throughout Europe. The JDGSC will meet at least twice each year to formally review the U.S. Forces DG- and HW-movement program and analyze progress of the implementation of the DG and HW movement program.
- b. Analyze and evaluate changes to host-nation laws and policy on DG and HW and determine applicability to the U.S. military forces in Europe.
- c. Recommend changes to the U.S. Forces DG policy in Europe.
- d. Brief commanders on the status of the Joint Dangerous Goods Movement Program.
- e. Conduct an annual training workshop for AGDGAs and functional experts on DG and HW movement regulation changes being implemented by European nations.

11. EXPLANATION OF FUNCTIONAL RESPONSIBILITIES

a. Ordering Party of the Shipper. The parties before the shipper are called “the ordering party.” That is the organization causing a shipper to enter DG or HW into the public traffic area. Example: The Defense Logistics Agency (DLA) provides a European gas contract for DOD agencies located in Europe. The gas contract includes refilling and inspecting United States Department of Transportation (DOT) bottles with various types of gas and for pickup and delivery arrangements by the company filling the gas. The company is located in one European country and uses a carrier from another European country to provide the contract services within Europe.

(1) The first ordering party is the DOD customer who is requesting gas through the base supply system.

(2) The supply system enters the request into the demand system without identifying the first ordering party. The supply system places the order to the DLA system. So, the base supply becomes the second ordering party. The DLA system forwards the request to the company. Therefore, DLA is the third ordering party.

(3) The company is the shipper.

(4) Because discrepancies in the order between DLA (ordering party) and the company can be treated as breaching administrative acts, both can be fined. The company also becomes an ordering party to the carrier. The same applies here; discrepancies in the order between company and carrier can also be treated as breaching administrative acts and therefore both can be fined.

(5) This example shows there is a relation between the immediate partners and the ordering and accepting organizations. They have overlapping responsibilities. This is true for any of the other functional responsibilities in this paragraph. Therefore, personnel in charge of DG and HW movements must understand that passing the material to the next agency may not relieve them from responsibilities listed in the law, regulations, or policies.

b. Shipper. The shipper is the organization or individual that hands over the goods for transport. This function includes the identification of DG and HW according to the classification criteria of the respective mode of transportation to the consignor or carrier. Examples of DOD shippers are: supply activities, units storing their own material, depots and repair facilities, aerial port of debarkation (APOD), water port of debarkation (WPOD), and units purchasing items that are of “free onboard origin.” The shipper may also be a consignor in the case of a unit move and serve as the first APOD and WPOD in Europe receiving the DG for onward movement. If onward movement is road or rail, the APOD and WPOD personnel must ensure *ADR* and *RID* and host-nation implementing instructions for *ADR* and *RID* are complied with for the movement of DG in a transport chain. Special attention is required if the material is under an IHC or DOD exemption or waiver. The IHC or DOD exemption or waiver is not valid in Europe. The IHC and DOD exemption or waiver must be presented to the various host-nation competent authorities along the route to the final destination for approval.

c. Consignor. The consignor is a unit or third party acting for the shipper (for example, servicing transportation officer) entering the DG and HW into the public-traffic area. The consignor will hand over only consignments for transport that conform to DOD and host nation DG and HW movement requirements. With the exemption of identification and classification of the item, the consignor executes all shipper responsibilities listed in laws and regulations. The shipper remains solely responsible for the proper identification and classification. The consignor will also ensure high-risk DG and HW identified in *ADR*, paragraph 1.10; and DOD 4500.9-R, part II, chapter 205, paragraph X, are moved under an approved security plan. This includes notification of the consignee in advance. For the purpose of transferring liability, the consignor will submit the instructions in writing to the carrier as part of the transport request. The consignor will instruct the carrier to brief the driver on the content of the instructions in writing and to ensure the equipment listed in the *ADR*, chapter 8, and on the instructions is provided and available at the time the load is picked up. The carrier must ensure the driver understands the procedures in the instructions and is able to execute them. The consignor will ensure the carrier confirms receipt of the instructions in writing and executes the requirements provided by the consignor.

d. Certifier. During various steps in the movement process, a safety review of the DG and HW is required prior to release. The certifier must review and document each step. The documentation verifying the check is the certification. There are four different certification steps:

(1) Identification and classification of the item.

(2) Packaging certification (including marking and labeling).

(3) Load distribution and load securing certification.

(4) Movement document certifying all regulations preparation and safety of the DG and HW item meet regulatory requirements.

NOTE: There may also be four different organizations executing certifier duties in the U.S. Forces, but it could also be done by just one organization. It is therefore strongly recommended that responsibilities and duties be specified by unit operating instructions or SOPs and where required by individual job descriptions. In every case, certifiers must have appointment orders identifying the scope, responsibilities, and duties.

e. Carrier. This is the organization that transports the goods. The carrier executes the transport asset owner, dispatcher, and operator duties. Based on shipper- or consignor-provided information about the DG and HW, the carrier must provide the proper transport asset, qualified operators, safety briefing, and must ensure operators understand emergency-response procedures and are familiar with the emergency-response equipment. Carrier duties include all activities concerning routing, border-crossing clearances, transport-asset registration, marking and posting transport assets where required, and load securing. Carriers must ensure all required documentation is on board the transport asset.

f. Driver. The driver in this regulation is an individual authorized to drive DG and HW on public roads according to the *ADR*. Depending on the quantity of DG and HW, the driver may or may not need an *ADR* driver certificate. If the quantity is below the threshold limit listed in *ADR*, paragraph 1.1.3.6, or a limited quantity listed in *ADR*, paragraph 3.4, the driver may not need an *ADR* certificate. In these cases, the carrier or loader must provide safety briefing to the driver. Proof of this briefing must be kept on file. The driver is responsible for the load, load distribution, load securing, and vehicle and tank posting. The driver is also responsible for complying with traffic safety rules, routing, escorting, parking, security, and mixed-loading regulations.

g. Consignee. The consignee communicates with the carrier dispatch system and the consignor shipment planner to ensure restrictions and limitations at the consignee's place are followed. The consignee also provides PIC to the movement control system. The PIC includes instructions concerning gates, opening hours, storage and handling capability, routing on base, safety at the off-load site, types of DG and HW that cannot be handled, and escort service. The consignee is also responsible for ensuring the transport asset is cleaned and all the markings are covered before releasing it. For security reasons, the consignee will verify driver identification and license on arrival, and compare this information with the PIC information. If discrepancies are found, the driver may not be allowed to enter the installation until the carrier provides verification. At the load site, the consignee will verify the documentation and the load. In case of discrepancy, the consignee will annotate the movement documents and have the driver co-sign the discrepancy. Additionally, an appropriate discrepancy report must be initiated according to DOD 4500.9-R. When required, the consignee will also ensure a receiving report is sent to the shipper.

h. Loader. The loader is the organization or individual that physically loads the goods onto the vehicle, railcar, plane, or container. The loader will ensure all safety principles that apply to damaged packages, markings, load distribution, load securing, mixed loading, and documentation are followed. Before loading a transport asset, the loader must ensure the asset is authorized for the load by checking the registration documentation. The loader must also ensure the vehicle registration has not expired. If the carrier cannot show the instructions in writing from the consignor on traffic safety rules applicable to the DG and HW, the loader will provide the instructions to the operator of the transport asset. The loader must ensure the driver understands the instructions and has the protective equipment and additional equipment required by *ADR* on the vehicle. Before releasing the asset, the loader will ensure the asset is properly marked, secured, and all the required movement documents are on the vehicle. To avoid confusion after an accident, the loader must ensure movement documents not applicable to the load are stored by the operator so they are not accessible. If the loader detects a discrepancy, the vehicle will not be released until the discrepancy is corrected.

i. Filler. The filler has the same responsibilities as the loader. Additionally, the filler must ensure the material filled into tanks or receptacles are compatible with the tank and receptacle skin. The tank information is in the tank-registration document. The last or next tank inspection date can be found on the tank plate mounted on the outside of the tank. The filler must ensure the inspection period is not exceeded before filling. The identification of receptacles is permanently affixed to the outside of the receptacle and must match one of the authorized UN packaging specifications listed in the mode regulation. The filler must ensure the receptacle inspection period has not expired.

j. Packer. The packer is the individual responsible for ensuring the goods are properly packed according to the mode selected for the movement. This includes the type pack, marking, and labeling. If items are consolidated in an overpack, the packer will ensure the required additional markings and labels are applied.

k. Receiver. The U.S. military system can have two different steps in conjunction with consignee duties. If consignee and consumer are the same, all receiving duties described in subparagraph c above must be executed. If the consignee is a transportation agency forwarding the item to supply, then supply receiving is responsible for supply activities serving off-base customers or providing lateral support before placing the items on the shelf to review the item packaging (inner and outer) and marking specification in relation to European DG rules. If the item packaging does not conform to the European DG and HW packaging and marking regulations, the item must be repacked or overpacked before releasing it to a customer. AGDGAs need to ensure local procedures are in place to ensure packaging that does not conform to European DG and HW packaging instructions is not released.

l. Hazardous Material, Pharmacy, DG, and HW Storage Areas (Ammunition, Gas, Fuel, and Waste). Each section storing DG and HW must ensure the items are kept in the proper package, marked, and labeled. If DG and HW is turned over to a customer or service agency in conjunction with off-base movement, the individual turning over the item must be a qualified certifier for the movement mode. This will normally be an *ADR* qualification. For this function, the person must comply with shipper, consignor, packer, and loader duties according to *ADR* and host-nation instructions implementing the *ADR*. In the case of HW, contractors may pick up the goods. The shipper duties cannot be delegated to the contractor. The section preparing the waste document must also prepare the shipping document. The shipping document may be forwarded to the ordering party of the carrier (for example, DLA, directly to the carrier). If forwarded to DLA as the ordering party, DLA must ensure the information is provided to the contractor disposing the HW. Personnel responsible for DG and HW storage areas must also ensure there is a valid security plan and an emergency-response plan. The emergency-response plan must include regulations concerning spills and accidents during loading and offloading. Spills and accidents are reportable incidents under DG- and HW-movement rules through the AGDGA office.

m. Units Using or Consuming DG and HW. Units using DG for their mission will ensure they have a movement plan for HW. The original pack must be kept to pack or refill it with the waste material. If dangerous liquids are mixed with solids (for example, paint or solvents with towels), only qualified and appointed personnel are authorized to classify and certify the mixture according to DG- and HW-classification regulations. Before moving the item through public traffic areas or before turning in these items to HW collection points, the unit expert will provide all shipper information according to subparagraph b above, to the unit managing the disposal of HW. The unit managing the disposal of the HW will execute all shipper duties and may delegate consignor duties by contract to a third party. UDGA's will ensure contract personnel have the proper qualifications to execute consignor duties when moving HW. The *ADR* driver certificate is not the proper training certificate. The person must show a training certificate according to section 1.3, *ADR*, and the respective national regulation.

APPENDIX A REFERENCES

SECTION I PUBLICATIONS

L'Accord européen relatif au transport international des marchandises dangereuses par route
(European Agreement Concerning the International Carriage of Dangerous Goods by Road)

Règlement concernant le transport international ferroviaire des marchandises dangereuses (European Regulation Concerning the International Carriage of Dangerous Goods by Rail)

International Maritime Dangerous Goods Code

L'Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures (European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterway)

International Civil Aviation Organization Technical Instructions; the International Air Transportation Association Dangerous Goods Regulations

List of National Regulations Implementing European Agreements (app D) for these international agreements and recommendations

Title 49, Code of Federal Regulations

DOD 4500.9-R, part II, Defense Transportation Regulations – Cargo Movement

Air Force Manual 24-204, Preparing Hazardous Materials for Military Air Shipments

SECTION II FORMS

AE Form 55-50A, Command/Army Garrison Dangerous Goods Adviser Annual Report

AE Form 55-50B, Accident/Incident Report on Occurrences During the Carriage of Dangerous Goods/Hazardous Waste

AE Form 55-50C, Quarterly Dangerous Goods Adviser (DGA) Activity Report

AE Form 55-50D, Command Dangerous Goods Adviser (CDGA)/Army Garrison Dangerous Goods Adviser (AGDGA) Monitoring Report

AE Form 55-50E, Dangerous Goods Adviser (DGA) Appointment Order

AE Form 55-50F, Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order - Mode Air

AE Form 55-50G, Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order - Mode Surface

APPENDIX B ACCIDENT/INCIDENT REPORT

B-1. GENERAL

The accident report must be completed by the Army garrison dangerous goods adviser (AGDGA) on AE Form 55-50B after all facts are collected. On completion, the accident report will be sent to the command dangerous goods adviser (CDGA). The CDGA will prepare the official report for release to the host nation competent authority. Reports sent to host nation competent authorities must not include classified information.

B-2. REASON

The accident report is required when a serious accident or incident takes place during loading, filling, carriage, or unloading of dangerous goods (DG) or hazardous waste (HW) on the territory of a European nation. The unit and Army garrison dangerous goods adviser (DGA) are monitoring personnel involved in loading, filling, shipping, receiving, or transporting DG or HW. The unit dangerous goods adviser and AGDGA will ensure a report is completed and submitted to the CDGA. The CDGA will send the report to the competent authority concerned with the investigation of the accident or incident.

a. Details. An accident or incident is subject to report if DG are released, if there is an imminent risk of loss of product, if a person is injured, if material or environmental damage occurs, or if the authorities are involved and one or more of the following criteria has been met:

(1) Personal injury means an occurrence in which death or injury directly relating to the DG carried has occurred and where the injury—

- (a) Requires intensive medical treatment.
- (b) Requires a stay in hospital of at least 1 day.
- (c) Results in the inability to work for at least 3 consecutive days.

(2) Loss of product means the release of DG—

- (a) Of transport category 0 or 1 in quantities of 50 kilograms (kg)/50 liters (l) or more.
- (b) Of transport category 2 in quantities of 333 kg/333 l or more.
- (c) Of transport category 3 or 4 in quantities of 1,000 kg / 1,000 l or more.

NOTE: The loss of product criterion applies if there is an imminent risk of loss of product in the above-mentioned quantities. As a rule, this has to be assumed if, owing to structural damage, the means of containment is no longer suitable for further carriage or if, for any other reason, a sufficient level of safety is no longer ensured (for example, owing to distortion of tanks or containers, overturning of a tank, fire in the immediate vicinity). If DG of class 6.2 are involved, the obligation to report applies without quantity limitation.

(3) When class VII material is involved, the criteria for loss of product is as follows:

- (a) Any release of radioactive material from the packages.

(b) Exposure leading to a breach of the limits set in the regulations for protection of workers and members of the public against ionizing radiation (Schedule II of International Atomic Energy Agency), Safety Series, number 115, International Basic Safety Standards for Protection Against Ionizing Radiation and for Safety of Radiation Sources.

(c) Where there is reason to believe that there has been a significant degradation in any package safety function (containment, shielding, thermal protection or criticality) that may have rendered the package unsuitable for continued carriage without additional safety measures.

b. Additional Explanations.

(1) Material damage and environmental damage mean the release of DG, irrespective of the quantity, where the estimated amount of damage exceeds €50,000.

(2) Damage to any directly involved means of carriage containing DG. The modal infrastructure will not be taken into account for the reported amount of damage.

(3) Involvement of authorities means the direct involvement of the authorities or emergency services during the occurrence involving DG and the evacuation of persons or closure of public traffic routes (roads or railways) for at least 3 hours based on the danger posed by the DG. If necessary, the competent authority may request additional information.

APPENDIX C

DGA MONITORING REPORT

C-1. RESPONSIBILITY

The dangerous good adviser (DGA) monitoring report is required to document command dangerous goods adviser (CDGA) and Army garrison dangerous goods adviser (AGDGA) surveillance activities. While unit DGAs must review every dangerous-goods and hazardous-waste movement originating in their unit, CDGAs and AGDGAs will conduct documented surveillance in organization located in their area of responsibility at least once each year. The CDGA or AGDGA may determine additional visits are required to organizations that showed discrepancies or need additional on-site training.

C-2. PROCESSING THE DGA MONITORING REPORTS

a. The CDGA or AGDGA will document findings and recommended corrections using AE Form 55-50D and forward it to the commander of the organization that was found discrepant. The commander of the organization will ensure the discrepancy is corrected within the period identified by the CDGA or AGDGA. The CDGA or AGDGA will send a copy of the report to the Army garrison safety officer. If the discrepancy is not corrected, the CDGA or AGDGA will elevate the report to the next higher level for resolution.

b. Reports will be kept on file for 5 years. These reports are for internal use only and not releasable to host-nation surveillance agencies.

c. The CDGA or AGDGA will prepare a summary report each quarter using AE Form 55-50C. This report is releasable to the host-nation surveillance agency on request to prove and document the monitoring activities of the responsible commander and appointed DGA.

APPENDIX D

LIST OF NATIONAL REGULATIONS IMPLEMENTING EUROPEAN AGREEMENTS

D-1. GERMANY

a. Guidelines.

(1) *Richtlinie zur Beförderung gefährlicher Güter mit militärischen Luftfahrzeugen (RLGGLuft)* (Guideline on Transporting Hazardous Material by Military Aircraft)

(2) *Richtlinie zur Beförderung gefährlicher Güter der Bundeswehr und der ausländischen Streitkräfte zur Gefahrgutverordnung Straße, Eisenbahn und Binnenschifffahrt – Neufassung (RLBwGGVSEB)* (Guideline on the Transportation of Hazardous Material by the German Federal Armed Forces and Foreign Forces on the Hazardous-Material Ordinance for Road, Rail, and Inland Waterways)

(3) *Richtlinie der Bundeswehr zur Gefahrgutverordnung See (RLBwGGVSee)* (German Federal Armed Forces Guideline on the Ordinance on the Transportation of Hazardous Material by Seagoing Vessels)

(4) *Richtlinie der Bundeswehr zur Gefahrgutfahrerschulung (RLBwGGFS)* (German Federal Armed Forces Guideline on Hazardous Material Drivers' Training)

(5) *Richtlinien zur behördlichen Aufsicht im Gefahrgutwesen im Geschäfts- und Zuständigkeitsbereich des Bundesministeriums der Verteidigung (RLGGAufsicht)* (Guideline on Hazardous Material Monitoring the Area of Business and Responsibility of the Federal Ministry of Defense)

(6) *GGVSB Durchführungsrichtlinie – RSEB* (Guidelines on Implementing the Hazardous-Material-Ordinance, Road, Rail, and Inland Waterways)

b. Laws.

(1) *Gesetz über die Beförderung gefährlicher Güter (GGBefG)* (Law on the Transportation of Hazardous Material/Hazardous-Material Transportation Law)

(2) *Luftverkehrsgesetz (LuftVG)* (Air Traffic Law)

(3) *Gesetz über explosionsgefährliche Stoffe – Sprengstoffgesetz (SprengG)* (Explosives Law)

c. Ordinances.

(1) *Verordnung über Ausnahmen von den Vorschriften über die Beförderung gefährlicher Güter (GGAV)* (Ordinance on General Waivers Granted From Provisions on the Transportation of Hazardous Material)

(2) *Verordnung über die Beförderung gefährlicher Güter im Luftverkehr (GGVLuft)* (Ordinance on the Transportation of Hazardous Material by Air)

(3) *Verordnung über die Beförderung gefährlicher Güter mit Seeschiffen (GGVSee)* (Ordinance on the Transportation of Hazardous Material by Seagoing Vessels)

(4) *Verordnung über die Bestellung von Gefahrgutbeauftragten und die Schulung der beauftragten Personen in Unternehmen und Betrieben (GbV)* (Dangerous Goods Adviser Ordinance)

(5) *Gefahrgutverordnung Straße, Eisenbahn und Binnenschifffahrt (GGVSEB)* (Ordinance on the National and International Transportation of Hazardous Material on Road, Rail, and Inland Waterways)

(6) *Verordnung über die Kontrollen von Gefahrguttransporten auf der Straße und in den Unternehmen (GGKontrollV)* (Ordinance on Inspections of Hazardous-Material Transports on the Road and in Companies)

(7) *Verordnung über ortsbewegliche Druckgeräte (OrtsDruckV)* (Ordinance Concerning Transportable Pressurized Equipment)

d. Waiver. *Allgemeine Ausnahmegenehmigungen des BMVg zur RLBwGGVSE für die Streitkräfte der Vereinigten Staaten von Amerika im Hoheitsgebiet der Bundesrepublik Deutschland (AG BMVg US)* (General Waivers to the *RLBwGGVSE* for the U.S. Forces Issued by the Federal Ministry of Defense)

e. Terms.

(1) *Bundesministerium für Verkehr, Bau und Stadtentwicklung*
German Federal Ministry of Transport, Building, and Urban Affairs

(2) *Bundesministerium der Verteidigung*
German Federal Ministry of Defense

NOTE 1: Above list refers to ordinances and regulations issued by the German Federal Ministry of Transportation and the Federal Ministry of Defense. These regulations apply to foreign forces stationed in Germany and to visiting forces. Additionally, the German States issue corresponding regulations that provide additional rules on States or communities. Route planners and DGAs must be aware of those details when executing dangerous goods (DG) and hazardous waste (HW) movements in Germany. There are many additional laws referring to DG movements that must be observed. Examples are production laws, environmental laws, general safety laws, radiation safety law. The command dangerous goods adviser and Army garrison dangerous goods adviser have a list of additional laws and regulations applicable in Germany for review.

NOTE 2: Application for the *Ein-/Durchreise mit militärischen Kraftfahrzeugen/Luftfahrzeugen* (Request for Entry/Transit by Military Vehicles Aircraft, as found in the Information on the Cooperation between Sending State Forces and the Federal Ministry of Defense) should be included. The purpose of the form is to inform both the Ministry of Defense (MoD) and the German Foreign Office (*Auswärtiges Amt*) on the transportation of any hazardous material, explosive devices, radioactive materials being moved across the Federal Republic of Germany to any NATO or Non-NATO countries. Before material, chemicals or other devices are loaded and transported, it is imperative that both agencies concur on the application form. The information must include the following information:

- Destination
- Government Agency/Enterprise to be Visited
- Postal Address to where cargo/containment is going.
- *Ansprechpartner*/Point of Contact
- Delegation /*Transportführer*/Head of Delegation/Transport Officer in Charge
- *Art der Ein-/Durchreise*/Type of Transport.
- *Grenzübergangsstellen (Ort angeben auf deutscher Seite)*/ Border
- Crossing Points (Locations in Germany).
- Date of Transport.

The *Ein-/Durchreise* also governs the transport of weapons and vehicles used for military training on United States military installations in Germany. This also includes annexes and declarations pertaining to the number of persons accompanying shipment. Once an approval is given, it is then forwarded to the initial requestor concurring that transportation may be executed. If there is a cancellation of the *Ein-/Durchreise*, the concurring office must be notified immediately.

D-2. UNITED KINGDOM

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2007; Statutory Instrument (SI) 1573

The Controls on Dangerous Substances and Preparations (Amendment) Regulations 2007; SI 1596

The Road Tunnel Safety Regulations 2007, SI 1520

Emergency Action Code Listing 2007

Defense Movements and Transportation Regulations Volume 4b, Dangerous Goods by Road, Rail, and Sea, Joint Service Publication 800

Department for Transportation Guidance Notes

Health and Safety Enforcement Policy Statement, HSC 15

NOTE: Above list refers to ordinances and regulations issued by the Department for Transportation and the Ministry of Defense of the UK. These regulations apply to foreign forces stationed in the UK and to visiting forces. UK national traffic rules are different from international movement rules (for example, vehicle placards). Enforcement is executed by the Health and Safety Executive, the British Forces, the police, and the Vehicle and Operator Service Agency.

D-3. BELGIUM

Movement and Transports, ACOT-APG-MOVTPT-SMXX-001

ADR Controls of Military Vehicles (FL/AT-EX/II and EX/III), ACOT-SPS-KEUR-SMSP-301

Special Military Procedures for Hazardous-Material Transportation by Air, ACOT-SPS-AFMAN-SMSP-310

Supplementary Directives Regarding *ADR* (Hazardous-Material Transportation on the Road), ACOT-GID-ADR-SMSP-330

Supplementary Directives Regarding *RID* (Hazardous-Material Transportation by Rail), ACOT-GID-RID-SMSP-316

Supplementary Directives Regarding *ADN(R)* (Hazardous-Material Transportation on Inland Waterways), ACOT-GID-ADN-SMSP-326

Supplementary Directives Regarding IATA-DGR (Hazardous-Material Transportation by Air), ACOT-GID-IATA-SMSP-341

Supplementary Directives Regarding IMDG-Code (Hazardous-Material Transportation by Sea), ACOT-GID-IMDG-SMSP-321

ADR Drivers, ACOT-GID-CADR-SMSP-331

Hazardous Material Transportation Reports, ACOT-GID-RAPORT-SMSP-371

Hazardous Material Transportation Training, ACOT-GID-FMN-SMSP-372

NOTE: The above list refers to ordinances and regulations issued by the Belgian Ministry of Defense. These regulations apply to foreign forces stationed in Belgium and to visiting forces. Belgian national traffic rules for military transports recognize *ADR* as the governing regulation. However, these rules provide for additional restrictions and specific regulations; therefore, U.S. military organizations operating in Belgium must be familiar with and follow these rules.

D-4. ITALY

Ministerial Decree (DM) 15 May 1997, Implementation of Attachment A and B of *ADR*

DM 3 May 2001, Ground Transportation of Dangerous Goods of Military Forces

DM 3 March 1997, Uniform Procedures for Controls of Ground Transportation of Dangerous Goods, Civilian and Military

Sostituisce la Precedente Pubblicazione SME n.6106, Manuale dei trasporti military di sostanze e manufatti pericolosi (Manual of Military Transportation of Dangerous Substances and Products (includes waivers for military entities))

NOTE: The above list refers to regulations applicable to U.S. military movement of DG and HW in Italy, but it is not complete. The list will be updated by future changes to this regulation as translations are received.

D-5. SPAIN

Agreement between the Kingdom of Spain and the United States, 1988

NOTE: The information in this appendix is changing constantly. Review the USAREUR CDGA website for the most current available information.

APPENDIX E

RESPONSIBILITIES BY FUNCTION AND MODE THAT CAN BE SANCTIONED

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Shipper/Consignor:				
Send advance shipping documents to carrier, loader of ships, or loader of airplanes.	X	X		
Determine the movement is authorized.	X	X		
Ensure exemptions are listed in the movement document.	X	X		
Ensure the packages, tanks, and transport assets are authorized for the movement.	X	X		
Ensure proper markings are on packages, tanks, and vehicles.	X	X		
Notify competent authority is notified on class VII movements.	X	X		
Ensure copy of the proper certification for class VII items is	X	X		
Ensure proper documents are available to Government surveillance and enforcement agencies upon request.	X	X		
Display hazard placards displayed on empty, uncleaned, unpurged tanks, and large receptacles.	X	X		
Display orange warning placards displayed on empty, uncleaned, unpurged tanks, and large receptacles.	X	X		
Seal uncleaned and unpurged tanks as if they are full.	X	X		
Provide shipping document provided to the carrier.	X	X		
Provide competent authority certificates to the carrier on class VII items.	X	X		
Provide copies of container packing certificate, additional information, and authorizations.	X	X		
Display warning signs for fumigated load compartments.	X	X		
Obtain <i>ADR</i> agreements and exemptions.	X			
Provide carrier written instructions.	X			
Attach written instructions to the movement document.		X		
Provide number of written instructions to carrier.		X		
Ensure regulations for express cargo are followed.		X		
Comply with general safety and security regulations.	X	X		
Shipper/Consignor/Carrier and Consignee				
Ensure systems of measurement are in place and complied with to prevent excess radiation.	X	X		
Investigate the causes of exceeding radiation limits.	X	X		
When radiation limits are exceeded, notify competent Government authorities.	X	X		
Request and provide a routing.	X			
Ensure the proper certificates of competent authorities are available.	X			
Create a security plan for high-risk dangerous goods (DG) and hazardous waste (HW).	X	X		
Ensure a shipping mode permit from the competent authority is available.	X			

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Ordering Party of the Shipper/Consignor				
Provide required information for the movement document concerning identification of the item.	X	X		
Properly identify limited quantities.	X	X		
Develop a security plan for high-risk DG and HW.	X	X		
Identify the routing requirements.	X	X		
Ordering Party of the Carrier				
Provide delivery requirements/limitations to the airfield.			X	
Carrier Representative				
Ensure the DG or HW can be accepted for movement.			X	
Ensure the load of the packaged DG or HW is properly planned.			X	
Representative of the Distributor of DG (for example, supply facilities)				
Ensure only authorized and properly packed DG is released.			X	
Ensure movement documents are provided.			X	
Ensure the proper overpack is used.			X	
Ensure portable tanks are properly filled and sealed.			X	
Ensure mixed-loading (compatibility) regulations are complied with.			X	
Ensure only correctly marked, placarded, and identified packages, intermodal bulk containers, large packagings, and portable tanks are released.			X	
Ensure the movement documents are properly transferred (transport chain).			X	
Consignor (Person Acting on Behalf of Shipper)				
Complete the consignor declaration completed; ensure the signatures of the loader, carrier, and freight agent are legible.				X
Train all personnel in accordance with IATA qualification standards				X
Identify security duties identified and create a security plan.				X
Control access authorizations to sensitive areas.				X
Publicly display information regarding the carrying of unauthorized goods on airplanes in airport.				X
Ensure all packaging regulations are met.				X
Carrier				
Ensure the DG are authorized for movement.			X	
Create a proper stow plan available for loading DG aboard ships.			X	
Ensure the DG or HW are authorized for movement.	X	X		
Ensure the date of next inspection is still valid (truck/railcar/tank/IBC, certain packages).	X	X		
Prepare a load distribution plan considering total-weight permit, axle weight, and structure of chassis.	X	X		
Ensure there are no spills, cracks, or equipment deficiencies.	X	X		
Ensure the railcars are properly placarded.		X		
Ensure warning placards are displayed.	X	X		
Ensure information concerning noncompliance to limitations is provided by the consignor.	X	X		
Annotate routing requirements on the shipping document.	X			

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Ensure compliance with tank vehicle regulations.	X			
Ensure drivers understand the written instructions.	X			
Ensure compliance with regulations for DG or HW in bulk and tank.	X			
Ensure compliance with the limitations for explosives, organic peroxides, and self- reactive substances.	X			
Ensure the driver carries movement documents, special equipment, test and registration certificates, or exemptions and waivers.	X			
Ensure the drivers are properly trained.	X			
Ensure conditions are obeyed for not releasing portable tanks.	X			
Correctly notify the railroad agency.		X		
Ensure written instructions are for high-frequency movements of DG.		X		
Ensure required information is distributed to railroad personnel.		X		
Ensure that drivers are instructed to stop the movement when safety is jeopardized as soon as safely possible.		X		
Ensure movement documents and written instructions are carried aboard the train.		X		
Ensure movement documents and written instructions are provided to train personnel.		X		
Ensure each crew member carries an ID card.		X		
Compose and provide accident reports to the installation dangerous goods adviser (IDGA) and command dangerous goods adviser (CDGA).	X	X		
Ensure the tank and vehicle registration is still valid.	X	X		
Ensure the load is discrepant (load securing, spills, damages).	X	X		
Stop movement if an item is found noncompliant to regulations.	X	X		
Ensure the fire extinguishers are serviceable and the inspection still valid.	X			
Ensure the proper hazard placards and warning signs are applied.	X			
Ensure the tank is authorized for the contents.	X			
Ensure tank vehicles and portable tanks comply with <i>ADR</i> -design, -marking, and -identification regulations.	X			
Conduct out-of-sequence inspections when the tank is impaired as a result of repair, alteration, or accident.	X			
Ensure the proper load-securing equipment is provided to the driver.	X			
Ensure the miscellaneous equipment described in <i>ADR</i> is available and serviceable.	X			
Comply with the technical design for vehicles described in <i>ADR</i> .	X			
Enforce the prohibitions on smoking, flames, and fire.	X			
Ensure vehicles area shaded from sunlight and all sources of heat, and are they placed in adequately vented areas when required and during parking.	X			
Ensure open or vented vehicles and containers are used when required.	X			

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Ensure closed vehicles and containers being used for items requiring open or vented vehicles and containers, are marked “warning, no ventilation, open with caution.”	X			
Process the routing request (routing is required for all military-owned DG or HW).	X			
Ensure the movement conducted on an approved routing (transportation movement release).	X			
Provide the routing instructions to the driver.	X			
Ensure host-nation routing permits are properly annotated when the movement is to the next airport or waterport.	X			
In cases where vehicles loaded with DG move on rail, ensure the reservation confirmation is provided to the driver.	X			
Ensure procedures are in place to notify the shipper or consignor in case radiation limits are exceeded during movement.	X	X		
Ensure procedures are in place to analyze the cause of exceeding radiation limits.	X	X		
Ensure procedures are in place to notify competent authorities of incidents where radiation limits are exceeded.	X	X		
Ensure personnel in charge of movement of high-consequence DG or HW are properly trained in security and security plans are implemented.	X	X		
Filler				
Ensure only authorized goods are moved.	X	X		
Check the technical condition of the tank prior to filling.	X	X		
Only fill portable tanks with authorized and compatible goods.	X	X		
Ensure the tanks properly are closed to avoid spills.	X	X		
Ensure the inspection date is still valid.	X	X		
Comply with the tank filling degree.	X	X		
After filling, ensure the tank closures are hermetically sealed to prevent leakage.	X	X		
Remove dangerous residue from the tank before departure.	X	X		
Ensure compatibility between different items filled in the tank.	X	X		
Comply with the regulations for emptying, purging, and venting .	X	X		
Comply with the marking requirements for portable and mounted tanks.	X	X		
Ensure the portable tanks used comply with <i>ADR</i> regulations.	X	X		
Ensure compliance with the filling regulations for bulk items.	X	X		
Brief the driver briefed on the DG or HW.	X			
Ensure compliance with filling regulations for tanks.	X	X		
Ensure the hazard placards and warning plates are displayed.	X			
Ensure written instructions are provided to the driver.	X			
Ensure compliance with the loading regulations.	X			
Ensure compliance with the prohibition on smoking.	X			
Ensure compliance with the prohibition on combustible heaters.	X			
If the driver is the filler, ensure the driver is properly trained.	X			
Ensure vehicle carrying tanks comply with <i>ADR</i> regulations.	X			
Stop the movement when the allowed filling degree is exceeded.	X	X		

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Ensure the hazard placards, railcar warning labels, orange warning placards, and other required markings are applied.		X		
Ensure compliance with regulations concerning electrostatic discharge.	X	X		
Ensure the personnel involved in high-consequence DG or HW are trained in security measurements and implement a security plan.	X	X		
Crew Member				
Ensure the DG is authorized for movement.				X
Ensure there are no prohibited items carried or on board the aircraft.				X
Assist in detecting hidden DG.				X
Immediately report accidents involving DG or HW to the competent authority, and the IDGA or CDGA.				X
Ensure the crew members are trained on security regulations concerning high-consequence DG and create a security.				X
Other personnel Participating in Movement Operations				
Ensure personnel are properly trained in security regulations applicable to high-consequence DG and create a security plan.	X	X	X	X
Ensure the ordering party of shippers and consignors, loaders, fillers, carriers, and receivers, creates a security plan.	X	X	X	X
Consignee				
Ensure the DG or HW are received without delay and that the movement checked for compliance with regulations.	X	X		
Remove hazard placards and orange warning plates.	X	X		
Ensure regulations concerning fumigated transport assets are obeyed.	X	X		
Inform the consignor and shipper of radiation exceeding the limits.	X	X		
Inform the driver informed on procedures valid for operations at the place of delivery (route, gate, ID card, behavior, safety rules).	X			
Are transport assets properly cleaned before to returning them to the carrier?	X	X		
Ensure the prohibitions on smoking, fire, and flames are obeyed.	X	X		
Ensure the compatibility and load-securing regulations are obeyed.	X	X		
Ensure compliance with the regulation regarding shading from sunlight and all sources of heat and adequately vented areas.	X			
Ensure compliance with the regulations concerning open or vented vehicles.	X			
Ensure compliance with the regulations regarding warning and identification if material requiring movement in open or vented vehicles is moved in closed vehicles.	X			
Ensure precautions are in place when mixing food stuff, animal feed, and DG or HW.	X			
Provide a positive inbound clearance in response to the routing request.	X			
Ensure measurements are in place to respond to excess radiation.	X	X		
Ensure procedures are in place to analyze the cause of excess radiation.	X	X		

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
In cases of excess radiation, inform the competent authorities and the IDGA or CDGA.	X	X		
Create security plans for high-consequence DG.	X	X		
Driver				
Refuse damaged packages for movement.	X			
Notify competent authorities and the IDGA or CDGA of incidents and accidents during movement.	X			
Ensure compliance with routing permits.	X			
Refuse overloads refused for movement.	X			
Ensure compliance with fill degree and fill temperature (when applicable).	X			
Ensure the truck is stopped when safety is jeopardized.	X			
Ensure all closures are hermetically sealed.	X			
Ensure compliance with the vehicle operating procedures.	X			
Ensure the hazard placards are displayed.	X			
Remove or cover hazard placards after containers are empty, drained, and purged.	X			
Ensure the orange warning placards are displayed.	X			
Remove or cover the orange warning placards after containers are empty, drained, and purged.	X			
Ensure the measures in the written instructions are applied and understood.	X			
Ensure the proper documents and equipment are aboard the vehicle and are they provided on request for checking and inspecting by the dangerous goods adviser (DGA) or official authorities.	X			
Ensure the <i>ADR</i> driver certificate is valid and available.	X			
Ensure compliance with the passenger rules.	X			
Provide the proper hand lamps.	X			
Apply the parking brake during halts.	X			
Comply with the vehicle surveillance regulations.	X			
Remove dangerous residue removed prior to departure.	X			
Do not drive while intoxicated.	X			
Comply with loading and load-securing regulations.	X			
Comply with offloading safety regulations.	X			
Clean, drain, purge, and decontaminate the transport assets after offloading.	X			
Comply with regulations concerning filling, emptying, and electrostatic discharge.	X			
Obey the prohibitions on smoking, fire, and flames.	X			
Comply with the precautions concerning food stuff, animal feeds, and DG/HW.	X			
Ensure compliance the regulations regarding shading from sunlight and all sources of heat, and adequately vented areas during halts.	X			
When required use open or vented vehicles, or if using closed vehicles, ensure they are properly marked.	X			
Ensure the reservation confirmation is available in case of piggy-back rail traffic.	X			

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Airport Operator				
Ensure passengers are made aware of prohibited DG.				X
Properly train the personnel involved in moving DG properly trained on security regulations and create a security plan.				X
Create measurements (infrastructure, controls, ID cards) to enhance security in areas where DG is handled.				X
Report accidents involving DG reported to the competent authority and the IDGA or CDGA.				X
Ensure approved waivers by authorized competent authorities are in place when deviating from ICAO-TI or IATA-DGR.				X
Ensure compliance with shipper responsibilities with when entering DG into public air space or when moving DG by truck to final destination.				X
Ensure the shipper's declarations are correct and complete.				X
Ensure the DG complies with IATA-DGR (civilian) or AFMAN 24-204 (military) and goods not regulated by these regulations are offered separately (not mixed).				X
Ensure unitized DG are properly prepared, packed, and marked according to IATA-DGR or AFMAN 24-204.				X
Ensure personnel concerned with DG movement are trained according to the requirements in IATA-DGR and AFMAN 24-204.				X
Ensure measures are in place to deal with leaking, damaged DG of infectious or radioactive material.				X
Ensure compliance with the compatibility regulations and additional foreign-nation requirements, where applicable (for example, civilian reserved aircraft fleet aircraft).				X
Vehicle Owner				
Frequently inspect the fire-extinguishers.	X			
Equip the vehicles with the proper warning placards	X			
Ensure the strength of the tank skin is compliant with <i>ADR</i> regulations.	X			
Ensure vehicles and receptacle are compliant with <i>ADR</i> regulations relating to equipment, design, and identification.	X			
Conduct out-of-cycle <i>ADR</i> inspections on vehicles involved in accidents or after repair.	X			
Ensure load-securing equipment is available	X			
Ensure the miscellaneous equipment listed in <i>ADR</i> is available.	X			
Pilot in Command				
Ensure all necessary documents are on board the aircraft				X
Be aware of DG locations (table 2.3A, IATA-DGR).				X
Ensure that written notification (signed by the loadmaster) concerning DG loaded on board the aircraft is provided.				X
Be familiar with the emergency response procedures for the DG loaded on the aircraft.				X
Ensure the plane and load are in compliance with safety rules.				X
Immediately notify competent authorities about incidents and accidents involving DG.				X

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Loader				
Only release authorized DG or HW released to the carrier.	X	X		
Only release undamaged DG packages to the carrier.	X	X		
Ensure light packages are properly sealed and secured.	X	X		
Ensure empty and uncleaned packages are moved in compliance with DG regulations.	X	X		
Ensure empty and uncleaned packages and tanks are properly marked.	X	X		
Ensure placards and labels are properly applied.	X	X		
Ensure containers are serviceable.	X	X		
Ensure warning signs are displayed on fumigated containers and tanks.	X	X		
Brief the driver on the DG or HW transported	X			
Provide the written instructions to the driver.	X			
Ensure the vehicle complies with <i>ADR</i> regulations.	X			
Are the loading and handling regulations observed?	X	X		
Ensure the loader is properly informed on the DG to enable conformance to DG regulation checks on packaging, marking, labeling, and condition (damage) of the DG.	X	X	X	X
Ensure the packages are approved for the movement mode.	X	X	X	X
Comply with the prohibition on smoking, fire, and flames.	X	X	X	X
Ensure compliance with the regulations regarding shading from sunlight and all sources of heat, and adequately vented during loading.	X			
If applicable, ensure compliance with are regulations regarding venting observed.	X	X		
Observe the precautions regarding mixing DG, food, or animal feeds observed.	X	X		
Ensure the loading personnel properly are trained on security measures when handling high-consequence DG and create a security plan.	X	X		
Ensure the routing is checked and available (transport movement request number)	X			
Packer				
Comply with the regulations regarding limited quantities.	X	X		
Comply with the regulations concerning sealing and closures of DG packages.	X	X	X	X
Comply with the mixed-packaging rules.	X	X	X	X
Properly label and mark overpacks.	X	X	X	X
Commander				
Ensure a DGA is appointed and trained.	X	X	X	X
Ensure the duties of the DGA are clearly described and comply with the DGA ordinance.	X	X	X	X
Ensure compliance with directions of host-nation surveillance agencies.	X	X	X	X
Complete the annual report submit to the command DGA not later than 15 January each year.	X	X	X	X

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Ensure monitoring activities are properly documented and reported by the IDGA.	X	X	X	X
Ensure ensured accident reports are composed and submitted to the CDGA in a timely manner.	X	X	X	X
Ensure annual reports, accident reports, and records on trained and appointed personnel are on file for 5 years and are available for host-nation surveillance.	X	X	X	X
Ensure <i>appointed personnel</i> and <i>secondary responsible personnel</i> are properly trained.	X	X	X	X
Ensure sufficient budget made is available to keep the base DGA program current.	X	X	X	X
Inform and consult the DGA on planned DG or HW movement activities.	X	X	X	X
Ensure the DGA has access to information relating to DG or HW movement programs and systems to analyze procedures, to determine causes of accidents, to determine deficiencies, and to monitor corrective actions.	X	X	X	X
DGA				
Publish regulations and operating instructions to ensure compliance with DG and HW movement rules.	X	X	X	X
Maintain records on monitoring activities, including date, time, name of the person, and processes monitored.	X	X	X	X
Compose and submit accident reports according to AE Reg 55-50.	X	X	X	X
Keep records on monitoring activities, training, and reports kept for 5 years.	X	X	X	X
Frequently monitor units involved in DG or HW movement.	X	X	X	X
Providing advice conforming to DG or HW movement rules on planned DG or HW movement programs.	X	X	X	X
Ensure the IDGA and UDGAs compile an annual report by 15 December each year for review by the commander.	X	X	X	X
Develop procedures that ensure compliance with DG and HW movement provisions.	X	X	X	X
Consult the commander on equipment and vehicle procurement to ensure technical provisions required by DG regulations are met.	X	X	X	X
Ensure procedures are in place to ensure equipment used for loading and offloading of vehicles complies with DG regulations.	X	X	X	X
Check on training of personnel involved in DG or HW movements to ensure training meets DG regulations. Only trained personnel are appointed as self-responsible to execute duties in conjunction with DG or HW movements; and training and appointments are included in the Government employee personnel file.	X	X	X	X
Ensure proper emergency-response procedures are in place to deal with accidents and incidents involving DG or HW.	X	X	X	X
Analyze procedures and accidents and incidents to identify deficiencies and corrective measures.	X	X	X	X
Monitor the implementation of corrective measures.	X	X	X	X

RESPONSIBILITY	ROAD	RAIL	WATER	AIR
Analyze the legal status of third-party organizations executing duties in conjunction with DG and HW movements.	X	X	X	X
Monitor the quality of third-party organizations ensuring command DG program standards are met.	X	X	X	X
Review unit SOPs for compliance with DG and HW movement rules.	X	X	X	X
Ensure the risk involved in moving and handling DG and HW is communicated to all personnel involved, and is this information displayed in the appropriate work area.	X	X	X	X
Periodically review the required documentation to ensure it is correctly composed and provided to the appropriate functions.	X	X	X	X
Review the safety-related equipment that needs to be carried on board the transport assets (for example, serviceability, completeness).	X	X	X	X
Create procedures to ensure compliance with loading and off-loading safety regulations.	X	X	X	X

NOTE: References are *ADR*, *RID*, *IMDG*, and *ICAO-TI*.

APPENDIX F

DGA TRAINING LESSON PLAN

To achieve the dangerous goods adviser (DGA) training certificate, the applicant must prove the following knowledge:

1. Legal basis of dangerous goods (DG) and hazardous waste (HW) movements in Europe and specific to the country of the U.S. base or mission.
 - a. European policies concerning public traffic and national transportation laws.
 - b. European policies concerning DG and HW and national implementing rules.
 - c. U.S. military-movement control of DG and HW movements.
 - d. DOD regulations.
 - e. AE regulations.
 - f. USAFE regulations and supplements.
 - g. NATO standards for movement control and border crossing.
 - h. Duties listed in this regulation.
2. Safety measures and general measures to prevent risk.
 - a. Knowledge of accident consequences in conjunction with movement of DG and HW.
 - b. Knowledge of the most common causes of accidents.
3. Public traffic-related rules of single States and common regulations in Europe, as well as international agreements applicable to the following subjects for air, water, road, and rail movements; and movement preparation, storage, and disposal:
 - a. Classification of DG and HW.
 - b. Procedures for classification of solvents and mixtures.
 - c. Structure of the DG listing.
 - d. Characteristics of DG and HW.
 - e. Hazard classes and classification criteria.
 - f. Physical, chemical, and toxic characteristics of items.
4. General packaging regulations specific to the main movement mode and according to DOD regulations.

- a. Packaging types, packaging codes, and markings.
 - b. Packaging requirements and regulations for testing of packages.
 - c. Packaging condition and inspection criteria.
5. Marking and hazard labels and placards specific to the main movement mode regulation and according to DOD provisions.
- a. Annotations on hazard labels and placards.
 - b. Affixing and removing hazard labels and placards.
 - c. Marking, labeling, placarding regulations.
6. Movement document: movement mode specific and according to DOD regulations.
- a. Movement document entries.
 - b. Conformity declaration of the shipper and consignor.
7. Type of movement.
- a. Complete load: truckload or carload.
 - b. Movement in bulk.
 - c. Movement in container.
 - d. Movement in fixed tanks, demountable or portable tanks (road).
 - e. Movement in tankcars (rail).
 - f. Movement on vessels.
 - g. Movement on planes.
8. Movement of passengers in airplanes.
- a. Movement of DG in luggage (rail, bus, air).
 - b. Passenger counseling requirements.
 - c. Visualization in passenger terminals and travel offices.
9. Compatibility requirements.
10. Segregation rules.

11. Limited and exempted quantities.
12. Handling and load securing.
 - a. Loading and off-loading (load factor).
 - b. Stowing and segregation.
13. Cleaning and venting before loading and after offloading.
14. Training requirements for drivers, certifiers, unit DGAs.
15. Clearance procedures.
 - a. High-consequence DG and HW requiring an individual permit.
 - b. General procedures for clearing military cargo.
16. Reporting.
 - a. Accident and incident reporting.
 - b. Annual reports.
 - c. Activity and monitoring reports.
17. Statistics.
 - a. List of trained and appointed personnel (DGAs, certifiers, drivers).
 - b. List of DG and HW approved and registered vehicles and tanks.
 - c. List of qualified, appointed vehicle, tank registration, inspection experts.
18. Waivers and multilateral agreements.
 - a. General waivers and multilateral agreements.
 - b. DOD and DOT waivers applicability and European certification requirements.
 - c. Exemption and waiver process.
19. Emergency-response procedures and investigations.

GLOSSARY

<i>ADN</i>	<i>L'Accord européen relatif au transport international des marchandises dangereuses par voies de navigation intérieures</i> (European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterway)
<i>ADR</i>	<i>L'Accord européen relatif au transport international des marchandises dangereuses par route</i> (European Agreement Concerning the Transportation of Hazardous Goods by Road)
AFM	Air Force manual
AGDGA	Army garrison dangerous goods adviser
APOD	aerial port of debarkation
AR	Army regulation
CDGA	command dangerous goods adviser
DA	Department of the Army
DG	dangerous goods
DGA	dangerous goods adviser
DLA	Defense Logistics Agency
DM	Ministerial Decree
DOD	Department of Defense
DOT	United States Department of Transportation
DSN	Defense Switched Network
DTR	Defense Transportation Regulations (DOD 4500.9-R)
DTS	Defense Transportation System
ECIP	European Compliance Inspection Program
EX/II	certified covered vehicle for movements of explosive materials and articles
EX/III	certified closed vehicle for movements of explosive materials and articles
FL	certified tank for flammable liquids
FMS	foreign military sales
HQ USAREUR	Headquarters, United States Army Europe
HNSA	host-nation surveillance agency
HVCP	hazardous vehicle certification permit
HW	hazardous waste
IATA-DGR	International Air Transport Association – Dangerous Goods Regulations
IBC	intermodal bulk container
ICAO-TI	International Civil Aviation Organization – Technical Instructions
ID	identification
IDGA	installation dangerous goods adviser
IHC	interim hazardous classification
IMDG	International Maritime Dangerous Goods [Code]
JDGSC	Joint Dangerous Goods Steering Committee
MAP	military assistance program
NATO	North Atlantic Treaty Organization
PIC	positive inbound clearance
POC	point of contact
<i>RID</i>	<i>Règlement international concernant le transport international ferroviaire des marchandises dangereuses</i> (European Regulations Concerning the International Carriage of Dangerous Goods by Rail)
SI	statutory instrument
SOFA	Status of Forces Agreement

SOP	standing operating procedure
UDGA	unit dangerous goods adviser
UDO	unit deployment officer
UK	United Kingdom
UN	United Nations
U.S.	United States
USAFE	United States Air Forces in Europe
USAREUR	United States Army Europe
USEUCOM	United States European Command
WPOD	water port of debarkation