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Materiel Management

USAFE COMMAND DANGEROUS GOODS PROGRAM

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This publication implements Air Force Policy Directive (AFPD) 23-1, *Material Management*. This publication applies to all United States Air Forces in Europe (USAFE) personnel. Specifically assigns responsibilities and prescribes policy and procedures for commanders and dangerous goods advisors moving Department of Defense (DoD) dangerous goods (DG) and Hazardous Waste (HW) in the European theater by road, rail, inland water ways, air, sea or pipeline. Defines European requirements for monitoring the movement of dangerous goods by road, rail, pipeline, inland water ways, sea or air. Identifies functions, duties, and associated training requirements involved in movement activities of dangerous goods by all movement modes. Explains monitoring responsibilities and possible sanctions by function based on the mode regulations. Refers to the *Accord Européen relatif au Transport International des Marchandises dangereuses par Route* (*ADR*) (European Agreement Concerning the International Carriage of Dangerous Goods by Road), the *Règlement International concernant le Transport des ferroviaire Marchandises dangereuses* (*RID*) (European Regulation Concerning the International Carriage of Dangerous Goods by Rail), International Maritime Dangerous Goods

Code (IMDGC), Accord Européen relative au transport international des merchandises dangereuses par voie de navigation Intérieures (ADN) (European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways), the International Air Transportation Association Dangerous Goods Regulations (IATA-DGR), and to national European implementation ordinances listed in **Attachment 4** for these international agreements and recommendations. It does not apply to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in Air Force Records Information Management System (AFRIMS): **https://www.my.af.mil/afrims/afrims/afrims/rds/rds_series.cfm**. In deviation to the AFMAN 33-363, *specific reports and certificates described below must be maintained on file for 5 years for review by Host Nation Surveillance Agencies*. Supplementation: Installation Dangerous Goods Advisors (DGA) appointed by their Installation Commander (USAFE) will supplement this regulation based on country specific regulations and based on organizational structure. Ensure that any local policy/guidance, publications, instructions or supplements are created in accordance with Air Force Instruction (AFI) 33-360, *Publications and Forms Management*, and the USAFE supplement. All supplements to this regulation will be submitted to the USAFE Directorate of Logistics, Installations and Mission Support, HQ USAFE A4/7, Command Dangerous Goods Program Manager, for review and coordination prior to approval by the Installation Commander.

(AVIANO) PURPOSE

(AVIANO) This instruction implements Air Force Policy 23-1, Material Management, and USAFEI 23-104, USAFE Command Dangerous Goods Program (CDGP). It provides local guidance for respecting Italian regulations to transport hazardous material HAZMAT both on and off base. (Tier 0). Compliant to DOD 4500.9 R, Part II, Ch. 204, C, para a., USAFEI 23-104, para 3.2, and in coordination with the ITAF/CC this instruction identifies guidance for movement of HAZMAT on base (Tier 1). Movements of Dangerous Goods/Hazardous Wastes (DG/HW) in Italy must comply with the provisions of European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), International Maritime Dangerous Goods Code (IMDG), International Air Transportation Association Dangerous Goods Regulations (IATA DGR) and Transportation of Hazardous Material by Rail (RID). All units with responsibilities in the movement, of DG/HM/HW outside the boundary of the Installation and GSUs, must comply with the provisions of this instruction and respective transportation mode and regulation previously mentioned.

(AVIANO) Italian Law: On Italian public roads, April 30, 1992 Legislative Decree number 285, Article 168 Discipline Road Transport of hazardous materials. For the purposes of road transport are considered hazardous materials those of the classes listed in the Annexes to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), of Law August 12, 1962, number 1839, and subsequent amendments.

(AVIANO) Movement of hazardous material on base must comply with the provisions outlined in DOD 4500.9 R, Part II, Chapter 204, Section C, 5a. In lieu of 49 CFR, the ADR will be applied for regulated amounts of dangerous goods. Additionally, vehicle operators do not

require an ADR driver training certificate for on base transportation. Instead, the operators must have the proper vehicle driver license and a documented safety briefing relating to the dangerous goods transported. The safety briefing must include load securing, compatibility, emergency response, and notification procedures for incidents and/or accidents. On-base road movements are only accessible through the use of gates and guards. Transports of dangerous goods between the Aviano AB areas through public roads must be in full compliance with ADR. This includes transports of dangerous goods ancillary to work assignments, i.e. painters, or plumbers, transporting hazardous material to execute work orders. During transport on base and between the various locations of Aviano AB, dangerous goods must be packed to sustain the kinetic forces of transportation which originate from movement and load securing forces. For on base HM movement, labels identified in the US Globally Harmonized System (GHS), 29 CFR, parts 1910, 1915, 1917, 1918, and 1926, or the European GHS, EC 1272/2008, or ADR may be used to ensure personnel moving or handling the packages have risk awareness of HM. A movement document is not required for on base movement. Movement of ammunitions on base must comply with internal MOA cosigned by 31 LRS/CC, 31 MUNS/CC, 31 SFS/CC, 724 AMS/CC and AFM 91-201, Explosives Safety Standards, and DTR 4500.9 R Part II, CH 203, 204, and 205.

(AVIANO) 31FW and tenant units involved in storing, shipping or disposing of HM/HW are: 31 LRS, 31 MUNS, 31 CES, 31 CS, 31 FSS, 31 MDSS, 31 MXS, 31 AMXS, 31 SFS, 731 MUNS, 704 MUNSS, 724 AMS, AAFES, DLA, and 173 ABCT.

SUMMARY OF CHANGES

The revised USAFE Command Dangerous Goods Program (CDGP) instruction includes additional program requirements which were not identified previously. The CDGP Engineering Office and the Unloader are described as new functions, the dangerous goods vehicle inspection and registration program and the driver training program are added. For better understanding adjustments were made to the functional duties to include the references of the mode regulations associated with those duties. Additional attachments identify new requirements and tools that USAFE units or visiting units must comply with, i.e. implementation of the European version of the Globally Harmonized System (GHS), security provisions, various checklist requirements, additional IDGA duties in support of the CDGP within their countries, and further details on deployment planning involving hazardous material or hazardous waste.

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Part 1

COMMANDER AND DANGEROUS GOODS ADVISOR DUTIES AND RESPONSIBILITIES

1. General. This section specifies responsibilities and duties identified in US and European laws and regulations applicable to US Forces in Europe. The "Head of the Organization Responsibility" for USAFE units includes all activities related to the safe and secure handling of hazardous material (HM)/hazardous waste (HW) in conjunction with the movement process. For the USAFE units the head of the organization is the USAFE Commander. The Command Dangerous Goods Advisor (CDGA) executes the head of organization responsibility of the USAFE Commander as described below. To further delegate responsibilities and duties three levels are herewith identified and explained: responsible personnel, appointed personnel and other responsible personnel.

1.1. **Responsible personnel:** Are commanders of units who have duties related to planning, preparing, storing, moving, loading, un-loading, carrying, and receiving of HM/HW. The DG Program focus is on the head of the organization having overall responsibility. For USAFE units lowest level of "responsible personnel" is the Squadron commander. Commanders are also appointed personnel.

1.2. **Appointed Personnel:** In the sense of dangerous goods regulations "Appointed Personnel" are personnel who on behalf of the Commander execute specific duties (responsible personnel duties). Because of their expertise these people execute these duties self-responsible under general supervision. These personnel require orders in writing which describe the scope of duties and authorities. "Appointed Personnel" are for example Commanders, Dangerous Goods Advisors, Inspectors, Technical Specialists, and Certifiers.

1.3. **Other Responsible Personnel:** In the sense of dangerous goods regulations "Other Responsible Personnel" are personnel who execute duties prescribed by DG regulations, i.e. drivers, packers, loaders, receivers, etc. These personnel are supervised by functional experts and are self-responsible for executing their duties within the scope of the job or function description.

2. USAFE Command Dangerous Goods Program Manager (CDGPM): Under the responsibility and appointment of the Directorate of Logistics, Installation and Mission Support (HQ USAFE/A4/7) the USAFE CDGPM will manage the Command Dangerous Goods Program (CDGP):

2.1. **Guidance:** In close coordination with USAFE JAO and under consideration of the Status of Forces the CDGPM establishes guidance to USAFE organizations regarding the safe movement of Hazardous Material (HM) and Hazardous Waste (HW) identified by European dangerous goods regulations and agreements. Guidance includes on how to execute DoD and US regulations regarding movement of HM/HW when stationed or transiting the USAFE area of responsibility. Identification, marking, and labeling of hazardous material/waste regulated by European specific agreements for movement of HM/HW by road (ADR), rail (RID, or inland water ways (ADN) is based on the Globally Harmonized System (GHS). In the European Union (EU) the regulation for Classification, Packaging, and Labeling (CLP) is the applicable GHS version. See **Attachment 12** for a list

of countries which apply the various agreements. Basis for integrating European agreements, laws and regulations into the CDGP are international treaties, i.e. status of forces agreements or bi-lateral agreements, DOD and US regulations. Duties and responsibilities identified in European regulations concerned with the safe movement of HM/HW applicable to USAFE units are identified in this instruction. The CDGPM will coordinate guidance with USAFE directorates impacted by the CDGP. Guidance and policy published by or coordinated by other USAFE directorates/functions overlapping with the CDGP will be coordinated with the CDGPM prior to approval. Specifically this relates to policy on HM/HW to prevent or minimize risk under the aspects of physical impact, fire and explosion, dermal or inhalation impact for people or animals, or bio-accumulative impact on the aquatic environment. This further relates to emergency response plans involving reaction to HM/HW spills during movement and to security plans for so called "High Consequence Items" in accordance with European and DoD rules.

2.2. **Consulting:** The CDGPM and assigned Command Dangerous Goods Advisors (CDGAs) provide consultation to the Commander, USAFE and Wing functions on plans and programs involving the movement of HM/HW within Europe. They provide guidance and assistance to Foreign Military Sales (FMS) and Military Assistance Program (MAP) managers and coordinate movement and security plans of U.S. Government supported FMS and MAP material consisting of HM when moving through USAFE installations. They provide expertise and guidance to program planners to ensure compliance with HM/HW movement regulations for programs related to installations and for programs related to units for international organic movements of Expeditionary Forces. They develop and provide guidance and procedures for proper identification, packaging, load securing and documentation of HM and HW during movement, when European agreements and directives govern the movement. They provide clarification and interpretation between the U.S. national and military regulations and the rules implemented by European nations in the USAFE Area of Responsibility (AOR), i.e., national laws and ordinances implementing ADR/RID, ICAO-TI, IMDG-Code, CLP, GHS, border control regarding Ozone Depleting Substance (ODS), the reduction of hazardous substances program, or the Registration, Authorization, Evaluation and Restriction of Chemicals (REACH) program. They provide recommendations for systematic and strategic solutions concerning the Defense, EUCOM, and USAFE Movement System in case of differences to European governing rules. CDGAs serve as the advisors to the on-scene Commander of USAFE Emergency Response Teams for managing the safe movement of HM/HW in case of accidents/incidents

2.3. **Monitoring:** The CDGPM and assigned CDGAs continuously analyze European rules and specific Host Nation rules concerning the movement of HM and HW and changes thereto to ensure compliance, readiness and responsiveness of USAFE organizations. They notify the responsible office of primary responsibility (OPR) when a military instruction is found non-compliant with the Host Nation and/or European rules for the movement of HM and HW. They will arrange coordination between USAFE JAO and the OPR to determine if corrective instructions are required to ensure the military mission is not impacted. They monitor regulation and processes to determine possible breaches of traffic safety laws and traffic safety ordinances, to recommend corrective actions preventing possible impact or disruption of the supply chain, and to prevent monetary punishments to individuals not covered under the Status of Forces Agreement, to prevent host nation sanctions such as

clearance delays or restriction of entry into the country if civilian contractors are used, and to subsequently prevent mission failure. The monitoring work requires always Close coordination with USAFE JAO to ensure proper interpretation of host nation regulations in relation to Status of Forces and international bi-lateral agreements is required.

2.4. **Waivers and Deviations:** If United States (U.S.) military regulations do not provide for flexibility due to unique DoD systems, the CDGPM and CDGAs ensure standard agreements with European Nations are in place to allow the execution of the USAFE mission without delay IAW DoD provisions. Standard agreements may be achieved directly or in cooperation with other US component command offices or EUCOM offices as identified in appropriate joint or EUCOM regulations. Deviations/waivers are only authorized if safety is not compromised. The CDGPM represents the Commander as the functional expert during the negotiations with the appropriate Host Nation authority concerning deviation from HM/HW movement policies. The CDGPM manager ensures a system is in place to obtain the necessary permits and clearances regarding deviation/waiver requirements during movement of USAFE owned HM. In case deviations permits are requested from Host Nation authorities the CDGPM will ensure an expert risk analysis is conducted and documented considering all available technical and scientific data to evaluate the risk of deviation and to ensure safety is not compromised.

2.5. **CDGP engineering office:** This office is responsible to initiate verification of DoD Interim Hazardous Classification and waivers through proper Host Nation agencies in case HM/HW, packing, equipment, or transport assets are non-compliant to European HM regulations. The CDGP engineering office is further responsible for implementing, monitoring and administering the Command ADR vehicle certification/inspection program, the ADR tank certification/inspection program, and the ADR driver training program in compliance with European regulations, status of forces agreements, and specific Host Nation rules applicable to the U.S. Forces. The appropriate DoD Instructions will also be applied. The appointed CDGA will coordinate requirements with central buy program managers, fleet management, or units, as appropriate; will ensure USAFE units maintain a military ADR vehicle and ADR tank program in compliance with regulations concerning registration, inspection and utilization of vehicles/tanks for the movement of HM/HW on public highways in Europe; will ensure standing waivers are negotiated for assigned transport assets and tanks in case technical requirements cannot be met without a significant technical modification. Further the CDGP engineering office will provide guidance and assistance for adding European Safety Data Sheet (SDS) information compliant to EU regulation 453/2010. The CDGP engineering office is the USAFE authority to prepare risk analysis for deviating from HM regulations during movement based on science, technical, chemical, and physical data. The risk analysis will identify recommendations how the risk is minimized by technical or operational measurements.

2.6. **Security:** Ensure units concerned with movement of high consequence HM/HW items implement and comply with security plans and security rules published in 49 CFR, Part 172, and the various mode regulations, i.e. ICAO-TI, IMDG Code, ADR and RID; ensure host nation security agencies are notified and involved, if required. Ensure security requirements established by air and sea directives are complied with when the operation at a European air port or sea port is under USAFE control. Ensure Security Forces and base units cooperate in regards to Positive Inbound Clearance, carrier and driver identification, proper

documentation and on base routing, suspect vehicle identification and secure holding areas. Ensure units owning and releasing high consequence HM/HW provide proper security training and instructions to personnel moving or receiving the HM/HW. Cooperate with other Component Command offices tasked with Common User Logistics support in the area of security to ensure proper security programs and awareness are given at all times to protect high consequence HM/HW.

2.7. **Inspections and Reporting:** Conduct periodic inspections at USAFE installations. Document the inspections on USAFE Form 63, *Command Dangerous Goods Advisor (CDGA)/Installation Dangerous Goods Advisor (IDGA) Monitoring Report*. Report deficiencies and findings to the Installation Commander. Recommend corrective actions to Senior Leadership. Monitor the implementation of corrective actions. Prepare official USAFE reports and statements on accidents, incidents or on breaches of the law during movement, loading or off-loading of HM/HW based on information provided on USAFE Forms 61, *Accident/Incident Report on Occurrences during the Carriage of Dangerous Goods/Hazardous Waste,* completed by Unit Dangerous Goods Advisors (UDGA), IDGAs or the CDGA. If required, provide technical support to the investigating authority. Submit official reports to the Competent Authorities (CA) identified by Host Nation directives. Provide a quarterly activity report to the Director, Mission Support and Logistics (HQ USAFE A4/7), on surveillance activities and program status. Administer, compose and submit the annual Command DG movement report in accordance with this instruction. Format is provided through USAFE Form 60, *Command/ Installation Dangerous Goods Advisor Annual Report.* Maintain reports at least five years on file.

2.8. **Training:** The CDGPM or representative will ensure USAFE units moving HM/HW comply with the CDGP training requirements; Provide initial and annual awareness training to Senior Leadership assigned to HQ USAFE organizations regarding the CDGP; Provide training to the responsible personnel of deficient organization, if required; Provide guidance and European Region approved lesson plans for training of personnel executing duties identified by the CDGP; Provide handbooks, standardized training material, and official test material for the qualification of personnel IAW the training identified in **Attachment 5**; provide budget for the instructor for ADR driver training of personnel assigned to USAFE units; Ensure competent and registered/certified training sources are available for training of personnel certifying, moving or inspecting DG and assets by any mode; Attend annual refresher training and workshops on HM/HW to stay abreast of the latest developments and changes in this program; Initiate and conduct the annual workshop to provide required refresher training to IDGAs, certifiers, HW program managers, and personnel concerned with safety, health and environmental protection programs.

2.9. **Records**: The CDGPM or representative will maintain records on personnel assigned to USAFE units holding a training certificate identified in the CDGP, including training sources, training dates and training expiration for personnel; Maintain copies of appointment orders for appointment requirements identified in the CDGP; Maintain records of ADR vehicle and ADR tank registrations; Maintain records on CDGA and IDGA activities and reports; support host nation authority queries on qualifications, authorization of personnel, or registration of assets. All records must be kept on file for at least five years.

2.10. **Investigations:** The CDGPM or representative are the command focal point for investigations and re-occurring formal compliance inspections concerning the CDGP

initiated by Host Nation Surveillance Agencies (HNSAs). When approached by the HNSA the CDGPM or representative will coordinate the scope and schedule of investigation/inspection with all required agencies. In case reportable accidents/ incidents occurred during the movement process of HM/HW owned by USAFE units, the CDGAs investigate, analyze, and determine causes, and prepare the official reports to the Host Nation Competent Authorities; Implement new or revised guidance to prevent re-occurrence of causes of reportable accidents/incidents involving HM/HW owned by USAFE units. If reportable accidents/incidents are caused by tenant organizations, or are caused by transiting units, the CDGPM or representative will engage with the Command having operational control over these units to implement the corrective actions/policy. In case these organizations have a Dangerous Goods Program, the investigation will be conducted in cooperation with the DGA of that organization. The CDGPM or representative will represent the USAFE Command during official hearings and investigations concerning accidents/incidents involving USAFE owned HM or HW.

2.11. **Conferences and Committees**. The CDGPM or representative serve as the USAFE representative in the International Coordination Group for HM/HW movements; serve as the USAFE Co-Chairman of the U.S. Forces Joint DG Steering Committee in Europe; participate as the USAFE representative and functional expert in the Host Nation Military Committees, Hazardous Cargo Subgroups, regulating national HM/HW movement applicable to military forces; participate as the USAFE representative for HM/HW movements in NATO Standardization committees for air, land and sea movements.

2.12. **Contingency Operations.** CDGAs consult to planners of deployments and contingency operations responsible to oversee plans and programs for compliance on HW/HM safety and security during movement as applicable to contingency operations USAFE is involved in. The CDGA will:

2.12.1. Review plans and programs for the deployment of units tasked to support contingency operations or training exercises ensuring compliance with HM/HW safety and security regulations for movement as applicable to the area of operations and transit countries.

2.12.2. Study and monitor safety and security regulations on movement of HM/HW applicable to US Forces in the USAFE AOR in countries which are frequently used by USAFE units for training exercises and where no other US military is permanently present. The tasked CDGA provides information to the CDGPM on regulations applicable in these areas to ensure proper standardized instructions are in place.

2.12.3. Ensure deployment handbooks covering HM/HW movement safety and security specific to the deployment area are made available to the unit commander prior to the deployment as part of the preparation for the deployment. Deployment handbooks need to contain the references to commander duties listed in this instruction and identify any additional responsibilities regarding HM/HW not covered in US military instructions. Ensure the commander of the deploying unit receives awareness training regarding his responsibilities identified in HM/HW movement regulations, this instruction, and if applicable as identified in the CDGA instructions for the area of deployment.

2.12.4. Ensure certifiers and Unit DGAs (UDGA) qualified on movement and border crossing requirements for the area of operation are assigned to the unit. Ensure qualified

UDGAs and certifiers receive additional training regarding country specific HM/HW movement requirements prior to the assignment.

2.12.5. Provide consultation to the commander of the deploying unit and provide support regarding proper preparation for re-deployment and HW disposal.

2.12.6. Inform UDGAs and DGAs of transshipping agencies on the deployment requirements for HM/HW shipping, ensuring proper monitoring, preparation and transshipping of HM/HW to prevent any mission stoppage, delay, violation of regulations, or accident/incident.

2.12.7. Cooperate closely with CDGP Engineering Office regarding risk analysis and risk management when deviations from safety regulations are required, i.e. when moving personnel and HM in the same conveyance, or when moving HM in incompatible configuration for the purpose of military exigency.

2.12.8. Investigate and report accidents/incidents involving HM/HW during movement at the place of deployment IAW this instruction and in coordination with CDGPM.

2.12.9. Maintain records and documentation on CDGA activities IAW this instruction.

2.12.10. Ensure the deploying unit has proper certified vehicles and qualified drivers IAW regulations applicable to vehicles carrying HM in the deployed area. This includes the transit route to the deployment area.

2.12.11. In cooperation with the CDGPM maintain records of qualified UDGAs, certifiers, drivers assigned to USAFE units which can be assigned to deployment or contingent missions.

2.12.12. Assess readiness to move HM/HW based on training statistics reported by the USAFE wings and assist the IDGAs in determining the minimum number of UDGAs, certifiers (ADR/RID/IMDG/AFMAN 24-204_IP/IATA-DGR), ADR drivers, Technical Specialists or Technical Experts, as appropriate.

2.12.13. Visit deployed units to conduct CDGP monitoring activities if indication of compromising safety and security of HM/HW during movement is given.

2.12.14. Cooperate and support other functions, i.e. Environmental, Health, Security, Emergency Response, and Safety, as appropriate in deployment/re-deployment planning and/or in case of accidents/incidents.

3. The Installation Commander will:

3.1. **Installation Dangerous Goods Advisor (IDGA):** Appoint a qualified primary and alternate Installation DGA (IDGA) in writing using USAFE Form 66, *Dangerous Goods Advisor (DGA) Appointment Order*, and provide a copy of the appointment to the CDGP office. The IDGA is a full time position provided through the USAFE Commander Bill Pay program. The alternate IDGA supports the on-call duty program of the IDGA. The alternate IDGA duty should be delegated to the most qualified Unit DGA (UDGA). Through the IDGA ensure subordinate units comply with the CDGP. Ensure the appointment describes the scope of the IDGA duties and responsibilities in accordance with this policy and local requirements. If more than one DGA is appointed, the appointment orders will identify the responsibilities of each appointee in writing. Establish the IDGA office not lower than

Group level. Options are the Installation Commander Staff office, the Mission Support Group (preferred), or Logistics Readiness Group or Logistics group, as appropriate. Ensure the IDGA has at least two years of experience as a DG certifier prior to the appointment. Ensure the IDGA appointments are issued only to DG qualified Senior Transportation Specialists, or Technical Logistics Engineers.

3.1.1. **(Added-AVIANO)** The IDGA's office is located in building 1442, room 163. The IDGA supports all inspectors and is a FAM member.

3.2. **Installation Dangerous Goods Program (IDGP):** Ensure an IDGP compliant to this instruction is implemented. Determine which safety program is used for the movement of HM/HW on base. If not ADR, ensure training and safety requirements meet US provisions in line with 49 CFR and appropriate DOD regulations. Ensure the IDGA has access to organizations and information for review and analysis of organizational processes, qualifications and appointments of personnel, HM/HW inventory, ADR vehicles/ADR tanks, and equipment containing HM. Ensure specific procedures and policies are established regulating the safe movement of HM/HW based on the CDGP and local requirements and are enforced for compliance by subordinate units. Ensure the IDGA is able to keep the organizational DGA program current by providing sufficient funding to the IDGA office for purchasing laws, regulations, informational material and training aids as required. Ensure units moving dangerous goods have at least one primary and one alternate UDGA appointed to ensure unit training and surveillance. UDGA duties identified by the IDGP are not additional duties. UDGAs receive additional training and knowledge to execute supervisor duties formatted to the CDGP to prevent non-compliance of productions they are responsible for.

3.3. **Reports:** Ensure the annual IDGP report is composed and submitted to the USAFE CDGP office not later than (NLT) 15 January each year. The format of the report is provided through USAFE Form 60. Ensure the annual report is kept on file for at least 5 years. Upon request the annual report will be made available to the HNSA. Ensure the IDGA has access to the Installation Commander for providing a quarterly update report on program implementation and status. Ensure the IDGA has access to the Installation Commander on short notice, to report a situation requiring immediate attention of the Commander. Ensure quarterly reports are submitted to the CDGPM to provide information on program development and status.

3.4. Inspections and Surveillance:

3.4.1. Internal: Ensure the IDGA inspects units moving HM or producing HW at least once per year for compliance with the CDGP and HM/HW regulations.

3.4.1.1. Ensure inspections are documented on USAFE Form 63 for internal use, and on USAFE Form 62, *Quarterly Dangerous Goods Advisor (DGA) Activity Report* for review by the CDGPM. Upon request USAFE Forms 62 can be reviewed by the HNSA. If contacted by the HNSA refer them the CDGPM to obtain copies of the requested report. The CDGPM and USAFE JAO will coordinate on the response and release of information provided on USAFE Form 62 through the appropriate channels. USAFE Form 62 is a summary of IDGA activities and is issued on a quarterly basis for review by the Installation Commander and submission to the CDGPM.

3.4.2. External: Support the review of the CDGP implementation by the CDGPM or representative. In case of reportable accidents/incidents involving HM originating or transiting the installation, support the CDGPM or representative by enabling access to required information and organizations involved in the accident/incident. Refer the HNSA to the CDGPM on planned Host Nation surveillance activity or investigation. Ensure the CDGPM is informed on no notice or short notice Host Nation surveillance activities.

3.4.2.1. In coordination with the CDGPM grant access to the installation for personnel assigned to the HNSA for the purpose of inspection of administrative areas, storage sites, load sites, vehicles and planes used for moving HM/HW. Status of Forces Agreements/bi-lateral agreements will be followed concerning HNSA activities on US installations including provisions on access to restricted and classified areas and information. If requested, ensure documentation on HM/HW movements is provided for review by HNSA personnel. Upon request provide auxiliary equipment (i.e., forklift) to HNSA personnel. HM 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 Status of Forces Agreement between the Host Nation and U.S. Forces. In case of findings the CDGPM will evaluate the directives issued by the HNSA and determine how to respond in coordination with USAFE JAO. Information which can be considered "self-incrimination" will not be provided to the HNSA.

3.5. **Training and appointment:** Ensure awareness training on the CDGP is obtained from the IDGA within 90 days of assumption of command. Ensure the training program identified in the CDGP is properly installed, executed, and funded. Through the IDGA ensure personnel executing duties in conjunction with HM/HW are properly trained before assuming their duties. Ensure only personnel in possession of a valid training certificate are appointed as DGA or Certifier. Drivers holding a valid ADR driver certificate do not require an appointment. Delegation of duties by appointment order to DGAs and Certifiers does not relief the commander from responsibilities listed in HM/HW regulations. Ensure units moving HM/HW appoint a sufficient amount of qualified and appointed certifiers for road/rail/air/sea, as appropriate. Ensure the number of required certifiers established by each Squadron is tracked to ensure mission stoppage is prevented due to lack of qualified personnel. Ensure the numbers of required CDGP training slots for the wing are reported to the CDGP office as part of the annual report or when changes occur. Ensure the training forecast covers the period of the next two fiscal years at least.

3.5.1. **(Added-AVIANO)** Security (Tier 0): Ensure security plans are implemented for HM/HW identified in 49 CFR, Part 172, and the mode specific security regulations outlined in ADR, RID, ICAO-TI and the IMDG code. Ensure a secure holding area for transport assets loaded with HM/HW is identified to cope with security violations. Regardless of quantity, before releasing HAZMAT to driver (s), contractors or transport companies, the shipper/loader will verify crew members' positive identification card (name, photograph, Carta di Identita' Italian ID or National card), and ADR certificates prior to being escorted into the installation.

3.5.2. **(Added-AVIANO)** High Consequence Dangerous Goods.

3.5.2.1. **(Added-AVIANO)** High consequence dangerous good are defined as those which have a potential for misuse in a terrorist incident and which may, as a result, produce serious consequences such as mass casualties or mass destruction. Lists of high consequences dangerous goods are provided in Table 1.10.5, ADR and 49CFR, § 172.800.

3.5.2.2. **(Added-AVIANO)** The security provisions for 'high consequence dangerous goods' provide measures of precautions to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. All participants engaged in the carriage of HM must comply with the provisions of Chapter 1.10, ADR if movement exceeds the threshold limits for high consequence HM as listed in section 1.10.4 and 1.10.5, ADR or 49CFR, § 172.800 (most stringent regulation must be applied). The security provisions will include: Note: See AFI 31-301, Air Base Defense, AFI 31-401, Information Security Program Management, AFI 31-501, Personnel Security Program Management and Chapter 1.10, ADR Security Provisions. All persons engaged in the carriage of dangerous goods shall consider the security requirements set out in this Chapter commensurate with their responsibilities.

3.5.2.2.1. **(Added-AVIANO)** Security Plan. Units moving high consequence DG must implement written security plans and train assigned personnel. The transportation security plan will include an assessment of possible HAZMAT transportation security risks.

3.5.2.2.2. **(Added-AVIANO)** Personnel Security. A method to validate information provided by job applicants hired for positions that involve access to/handling of HM covered by the security plan.

3.5.2.2.3. **(Added-AVIANO)** Unauthorized Access. Measures to assess the risk of unauthorized persons gaining access to HM listed in the security plan or transport conveyances being prepared for transportation of the HM covered by the security plan.

3.5.2.2.4. **(Added-AVIANO)** En Route Security. Measures to assess the risk of HM shipments moving from origin to destination, including any temporary storage of the material while en route to destination.

3.5.2.2.5. **(Added-AVIANO)** Responsibility. Assign responsibilities for security to competent and qualified personnel.

3.5.2.2.6. **(Added-AVIANO)** Inventory. Records of dangerous goods or types of dangerous goods concerned.

3.5.2.2.7. **(Added-AVIANO)** Security Policy. Effective procedures for responding, reporting and dealing with security threats, breaches of security or security incidents.

3.5.2.2.8. **(Added-AVIANO)** Procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans.

3.5.2.2.9. **(Added-AVIANO)** Measures to ensure the physical security of transport information contained in the security plan.

3.5.2.2.10. **(Added-AVIANO)** Measures to ensure the distribution of information contained in the security plan.

3.5.2.2.11. **(Added-AVIANO)** Measures to ensure that the distribution of information relating to the transport operation contained in the security plan is limited to those who need to have it.

3.5.2.2.12. **(Added-AVIANO)** Clear statement of measures that are to be taken to reduce security risks, commensurate with the responsibilities and duties of the participants.

3.5.2.3. **(Added-AVIANO)** Security Training.

3.5.2.3.1. **(Added-AVIANO)** Equipment and resources used to reduce security risks (e.g. alarm system).

3.5.2.3.2. **(Added-AVIANO)** Security plan must be a written document.

3.5.2.3.3. **(Added-AVIANO)** Retained for as long as it remains in effect.

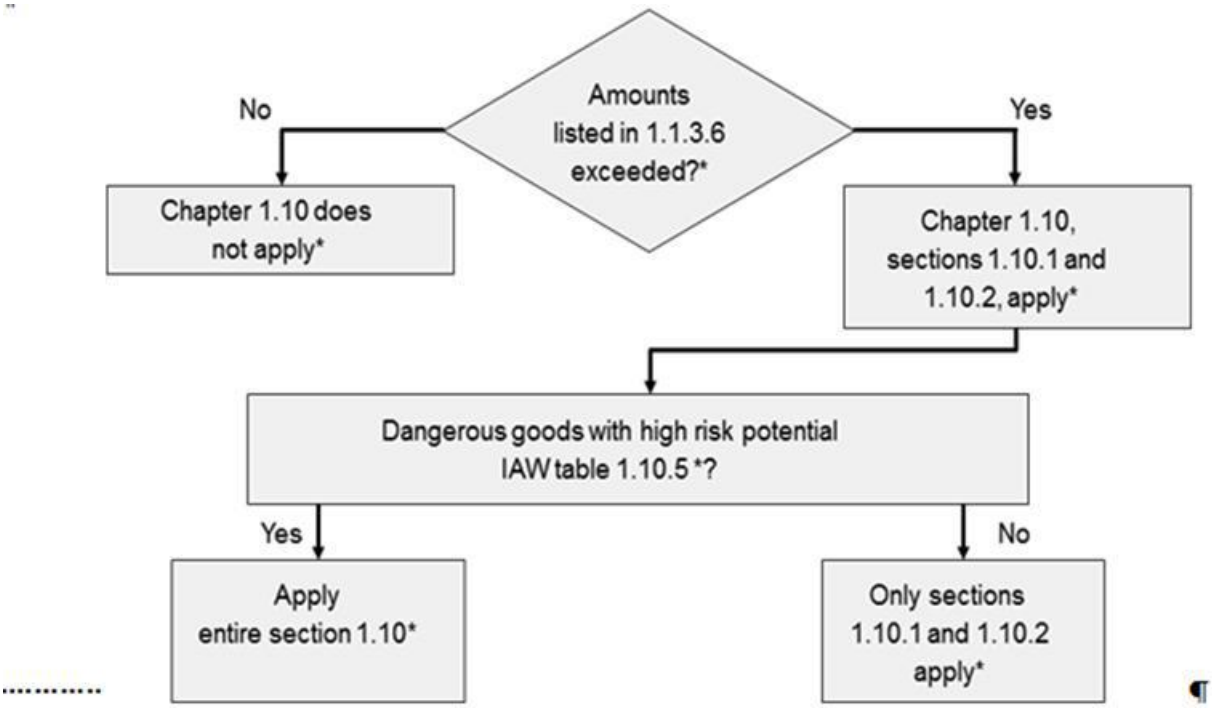
3.5.2.3.4. **(Added-AVIANO)** Available to employees responsible for implementing it, consistent with personnel security clearance/background investigation restrictions and employee's need to know.

3.5.2.3.5. **(Added-AVIANO)** Revised and updated, as necessary, to reflect changing risks, commodities, and circumstances.

3.5.2.3.6. **(Added-AVIANO)** Maintained as of the date of the most recent revision.

3.5.2.3.7. **(Added-AVIANO)** Draft copy of a security plan may be obtained from IDGA office upon request.

Figure 1. (Added-AVIANO) High Consequence DG – Decision Chart.



NOTE: *ADR

3.6. **Security:** Ensure security plans are implemented for HM/HW identified in 49 CFR, Part 172, and the mode specific security regulations outlined in ADR, RID, ICAO-TI and the IMDG code. Ensure a secure holding area for transport assets loaded with HM/HW is identified to cope with security violations.

3.7. **Tenant organizations:** Ensure tenant units located on their installation comply with the USAFE CDGP. Through support agreements ensure the IDGA has access to the tenant organization for reviewing compliance with HM/HW movement regulations. Provide access to the training program on a reimbursable basis.

3.8. **Deployments:** For deployments, ensure certifiers and DGAs assigned to the deployed unit are properly trained for the requirements valid for the area of deployment, and are on appointment orders of the commander in charge of the deployed unit. Ensure personnel holding appointment orders from other commanders than the unit commander in charge of the deployed unit, are appointed by the unit commander of the deployed unit. Prior to appointment, ensure through the IDGA or deployment planners that the personnel from other units have valid training certificates for the scope of appointment. Ensure units deploying HM to conduct their business processes at the deployed location include HW disposal into the planning of the deployment. If HW cannot be disposed of at the deployed location, ensure the IDGA together with deployment planners and the unit research HW movement requirements IAW the Basel Convention, IAW 40 CFR, Part 262.58, International Agreements, for movement from deployment sites of countries listed therein, and the applicable mode regulation.

4. The IDGA will:

4.1. **Installation Dangerous Goods Program (IDGP):** Implement and maintain the IDGP based on this regulation, the applicable DoD and U.S. regulations, and based on the functional responsibility explained in **Part 2** below. Develop and document the IDGP by establishing an Installation instruction specific to the mission of the organization and by clearly identifying which unit has duties and responsibilities IAW the CDGP. Integrate rules of local authorities regarding movement of HM in public areas surrounding the base. Stay abreast of Host Nation/European/command rules concerning the movement of HM/HW and changes thereto. Ensure units responsible for loading, storing, handling and off-loading HM/HW have implemented proper Operating Instructions and training for assigned personnel concerning accident prevention and personnel safety. Ensure accident/incident reporting is implemented as part of emergency measures in response to accidents/incidents involving HM during movement and/or during loading and movement preparation. Procedures will be included into the current Installation Emergency Response Plans and must be briefed to every driver before departure.

4.2. **Consulting and Guidance:** Act as a consultant to the Installation Commander and subordinate organizations and their customers concerning plans and program involving the movement of HM/HW. Provide clarification between the U.S. military regulations/Code of Federal Regulation (CFR 49), *Transportation* and the European rules ADR/RID. Provide assistance to customers concerning classification of HM/HW when the material is not specifically identified by U.N. number. In this case consider the characteristics of the HM/HW and regulations concerning generic identification of HM/HW. Develop and implement checklists for supporting compliance with the CDGP and to avoid sanctions listed in **Attachment 4**. These sanctions are based on mode regulations and enforcement rules implemented by European Nations. ***Caution:*** Local rules may impose additional sanctions not listed in **Attachment 4**. Consult with the CDGP engineering office if classification cannot be determined locally. Provide recommendations regarding plans and programs for deployment and day-to-day solutions for the movement of HM/HW through the Defense Transportation System (DTS) or by organic means. For international organic transportation of HM/HW provide expertise and guidance to the shipper/consignor concerning specifications required for the transport assets, identification, packaging, special routings, documentation, and clearances. When tasked by higher Command level, coordinate movement of HM/HW through their organization based on Foreign Military Sales and Military Assistance Program Plans of the U.S. Government. When reviewing documentation, technical requirements, identification for the proper identification, preparation and movement of HM/HW determine possible breaches of the Host Nation Dangerous Goods laws which can cause fines or disruptions of the supply chain and advise the responsible person of the situation. Provide corrective measures in this case to enable mission accomplishment. In case differences between European and US regulations for a particular case are found, report these to the CDGPM or representative for solution. When tasked serve as a member of the EUCOM Joint Hazardous Material Steering Committee (EJHMSC).

4.3. **Inspection and Reporting:** Conduct and document at least one inspections per unit reviewing compliance with the CDGP and HM/HW movement regulations. Use USAFE Form 63 to document the inspection and the recommended solutions for eliminating the identified discrepancies. The inspection will review system implementation, training,

appointments, documentation, processes, HM storage, HM packages, HM identification, Safety Data Sheet content, security, emergency response, and risk assessment. Inspect equipment and load securing material used during loading/off-loading operations of HM/HW for compliance with safety regulations. Monitor compliance with HM/HW movement regulations when contractors are hired for the movement of U.S. Government-owned or leased dangerous goods. Inspect contracts and tenders of service for proper delegation of duties to the carrier, and for submitting proper HM identification by traceable means to the carrier. Notify the CDGPM if discrepancies are based on conflicting instructions/regulations. Units with large volume of HM/HW or units found non-compliant will be visited more frequently or as necessary. Report IDGA activities quarterly to the Installation Commander and document the report on USAFE Form 62. If the quarterly report is not provided in person use AF Form 1768, *Staff Summary Sheet*, or the electronic version, with the USAFE Form 62 attached, to document the information was provided to the Commander. A copy of the quarterly report will be submitted to the CDGPM. Ensure the equipment listed in ADR, Section 8, and the additional equipment listed in the "Instructions in Writing" is on board the transport asset. Also check serviceability and authorization of the items. Additionally item technical orders (T.O.) may direct specific minimum withdrawal distances and evacuation procedures, or the use of special equipment, like protective clothing, spill kits, masks, fire fighting instructions including special fire extinguishing agents and neutralizing agents. Ensure instructions specified in these DoD manuals are attached to the "Instructions in Writing." Ensure rules concerning permits and clearances regarding HM/HW movements are complied with. Compose reports on accidents, incidents or on breaches of the law during transportation, loading or off-loading of dangerous goods in the format provided in each mode regulation. Submits reports to the CDGPM for processing to the respective Host Nation Competent Authority. Use USAFE Form 61 for capturing the information on accidents/incidents. To determine when the accident report on USAFE Form 61 is required refer to the information provided in **Attachment 2**. Compose and submit the annual dangerous goods report on USAFE Form 60. Report names, unit, training dates, sources and expiration dates of trained personnel and appointed personnel to the CDGP office as changes occur. Ensure units maintain Safety Data Sheets in the format identified in **Attachment 8.**

4.4. **Waivers:** Route verification requirements for Interim Hazardous Classification (IHC) and standing waivers through the CDGPM or representative. If vehicle specifications are not in compliance with Host Nation regulations for DG vehicles request standing waivers through the CDGP engineering office for assigned military vehicles. For one time local deviations, contact the local authority appointed by the Host Nation Government to work the required waiver. When tasked, support the CDGPM or representative as the local functional/organizational expert during negotiations with the appropriate Host Nation authority.

4.5. **Dangerous goods vehicle program and technical requirements:** Provide guidance and surveillance for ensuring the installation has a military vehicle program in compliance with safety regulations concerning registration, inspection, and utilization of vehicles for the movement of HM/HW on public roads. For off base movements, ensure general safety measurements are followed which are not specifically listed in ADR but are a prerequisite for the safe movement of HM/HW. This includes but is not limited to load distribution plans, technical data on load securing capacity of the hooks for tie down equipment, floor/frame

capacity, specification of tarps, ventilation, ISO fittings, firefighting equipment, miscellaneous equipment required by part 8 ADR, as listed in the instructions in writing or as listed in item T.Os. Ensure personnel accepting a vehicle for loading HM/HW onto it, or filling a tank with HM are qualified to check compliance of the vehicle/tank and the miscellaneous equipment with the requirements specific to the HM/HW before loading the vehicle/filling the tank. Ensure records are maintained properly, i.e. the tank record, the certificate of approval for vehicles carrying certain dangerous goods, data plate and record for type approval and inspection interval of tanks.

4.6. **Security:** Ensure the installation implements security plans IAW Docket No. PHMSA–06–25885 (HM–232F)], integrating requirements of the European ADR/RID agreement as appropriate, and the DTR Part II, Ch 205. The AFMC provided template may also be used and adjusted to the European security requirements. A security plan must include an assessment of possible transportation security risks and appropriate measures to address the assessed risks. Specific measures implemented as part of the plan may vary with the level of threat at a particular time. At a minimum, the security plan must address personnel security, unauthorized access, and en-route security. For personnel security, the plan must include measures to confirm information provided by job applicants for positions involving access to and handling of the hazardous materials covered by the plan. For unauthorized access, the plan must include measures to address the risk of unauthorized persons gaining access to materials or transport conveyances being prepared for transportation. For en-route security, the plan must include measures to address security risks during transportation, including the security of shipments stored temporarily en-route to their destinations. The security plan must consider provision for the EUCOM common user logistics system, for organic movement, and for movement by commercial means.

4.6.1. The security plan shall comprise at least the following elements:

4.6.1.1. specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;

4.6.1.2. records of dangerous goods or types of dangerous goods concerned;

4.6.1.3. review of current operations and assessment of security risks, including any stops necessary to the transport operation, the keeping of dangerous goods in the vehicle, tank or container before, during and after the journey and the intermediate temporary storage of dangerous goods during the course of intermodal transfer or transshipment between units as appropriate;

4.6.1.4. clear statement of measures that are to be taken to reduce security risks, commensurate with the responsibilities and duties of the participants, including:

4.6.1.4.1. training;

4.6.1.4.2. security policies (e.g. response to higher threat conditions, new employee/employment verification, etc.);

4.6.1.4.3. operating practices (e.g. choice/use of routes where known, access to dangerous goods in intermediate temporary storage (as defined in **4.6.1.3**, proximity to vulnerable infrastructure etc.);

4.6.1.4.4. equipment and resources that are to be used to reduce security risks;

4.6.1.4.5. effective and up to date procedures for reporting and dealing with security threats, breaches of security or security incidents;

4.6.1.4.6. procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;

4.6.1.4.7. measures to ensure the physical security of transport information contained in the security plan; and

4.6.1.4.8. measures to ensure that the distribution of information relating to the transport operation contained in the security plan is limited to those who need to have it. Such measures shall not preclude the provision of information required elsewhere in DG regulations. ***NOTE:*** *Carriers, consignors and consignees should co-operate with each other and with Competent authorities to exchange threat information, apply appropriate security measures and respond to security incidents.*

4.6.2. If devices, equipment or arrangements to prevent the theft of the vehicle carrying high consequence dangerous goods and its cargo are applied, measures need to be taken to ensure that these are operational and effective at all times. The application of these protective measures shall not jeopardize emergency response.

4.7. **Training** Provide initial and annual awareness training to the appointed Installation Commander, Senior Leaders and Unit Commanders having responsibility identified n the CDGP/IDGP. Ensure awareness training concerning HM/HW movement rules applicable in the AOR is provided to commanders within 90 days of assumption of responsibilities. Ensure subordinate units and tenants involved in moving HM/HW have an efficient training program in accordance with the CDGP. In coordination with the USAFE CDGP office, ensure competent and registered/certified training sources are available for training of personnel certifying, moving or inspecting dangerous goods and assets by any mode. Provide assistance in determining training requirements and training sources for the organization. If required, provide training to the responsible personnel of the deficient organization. Arrange/conduct initial training for UDGAs and unit personnel supervising/executing HM/HW movements via road/rail and intermodal traffic. To ensure wing readiness, coordinate with unit commanders a minimum number of trained personnel for executing UDGA, certifier, technical specialist, technical expert, or ADR driver duties, as appropriate. Attend annual Command DGA workshop to stay abreast of the latest developments and changes in this program. Initiate and/or conduct annual refresher training to the appointed UDGAs, certifiers and ADR drivers ensuring they are informed on the latest changes in HM/HW movement rules. Annual refresher training is required for all shipping modes. Ensure the Installation Deployment Officer (IDO)/Unit Deployment Manager (UDM) is trained to understand the difference between regulations concerning “carriage” and “transportation” (mobilization and sustainment) of HM/HW during deployment. Units also need to ensure trained personnel are assigned to manage the HW disposal at the deployment site. Ensure security training is conducted by the unit owning high consequence items.

4.8. **Records and Library.** Keep records on all trainees, training sources, training date and training expiration for personnel involved in handling, packing, certifying, moving and documenting hazardous goods. Ensure a current list of vehicles/tanks certified for the movement of DG (flammable (FL) and explosive (EX) II/III) by registration number and

type is maintained. Provide an updated copy to the CDGP office semiannually. Maintain records and documentation on all DGA actions and annual reports for review by higher HQ and Host Nation authorities for at least 5 years. The following records must be maintained: documentation on inspections; training records of certifiers, drivers and DGAs; appointment orders of certifiers and assigned DGAs, list of certified dangerous goods vehicles and tanks, i.e., EXII and FL certifications; accidents/incident reports; annual dangerous goods report; Interim Hazardous Classifications; CA approvals and waivers; briefings to the Commander; listing of Supplements, Standard Operating Procedures (SOP) / Operating Instructions (OI) containing dangerous goods regulations for specific units; listing of type of spill kits and location by unit; and listing of approved Position Descriptions (PD) containing duties regulated by HM/HW regulations. Documentation on review of unit deployment plans, identification of Unit Line Numbers (ULN) for packages containing dangerous goods, and advice the Unit Deployment Officer (UDO) concerning proper identification and movement procedures of deployment of HM/HW cargo. Ensure Host Nation waivers are in place for the carriage of HM/HW during deployment. Maintain a current HM/HW library and training material according to the mission of the organization. This may include national and international regulations, hard copy and electronic copies covering all modes; regulations and updates must be procured as soon as they are available. The IDGA will inform the appointed UDGAs on new and changed HM/HW regulations. Ensure UDGAs maintain current regulations on HM/HW movement rules according to their mission.

4.9. **Investigations and accidents/incidents.** In conjunction with Para 3.4. act as the Installation focal point for investigations and formal compliance inspections concerning the HM/HW Movement Program. The accident/incident reporting program under the CDGP is in addition to the safety mishap investigation program and not to cause immediate notifications of an accident or incident to emergency response forces. It is designed to discover deficiencies and implement corrections in regulations applicable to the safe movement of HM/HW. Therefore reports must consider all the facts and can take months to compose before they can be released. Notify the CDGPM immediately on all reportable accidents/incidents. Criteria for reportable incidents/accidents are identified in **Attachment 2** of this instruction.

4.9.1. Support the CDGPM during investigations, or, if tasked by the CDGPM, conduct self-responsible investigations on reportable accidents/incidents and collect the data for preparation of the report to the respective host nation authority. The accident report or data will be routed through the Installation Commander to the CDGPM. The CDGPM will staff the report through USAFE and other required US officials for release to the Host Nation authority. Data in the report that can be interpreted as self incrimination will not be released to the host nation. Investigate self-responsible, non-reportable accidents/incidents, determine and analyze causes, and implement new or revised Installation policies and procedures to prevent accidents/incidents during the movement of HM/HW. IDGAs organize on-call duty service with the alternate IDGA or other UDGAs to ensure DGA service is always available to the on-scene commander for managing the safe movement of HM/HW from the scene of incident/accident.

5. Squadron Commanders. Squadron commanders will:

5.1. **Appointment and Training:** Ensure awareness training concerning HM/HW movement rules applicable in the AOR is obtained from the IDGA within 90 days of

assumption of responsibilities. Units moving or packing, loading, filling or unloading HM/HW, must appoint at least one primary and one alternate Unit DGA (UDGA), using USAFE Form 66. Ensure a copy of the appointment order is submitted to the IDGA. If more than one UDGA is appointed, use block 10 of the USAFE Form 66 to specify authorization and area of responsibility of each UDGA. UDGA duties must be assigned to personnel supervising HM/HW movement processes. If a qualified and appointed UDGA is deployed to another unit, the appointment of the home station commander is not valid. The unit commander of the deployed unit must provide his own appointment orders to the UDGA, showing proper delegation of his responsibility to the appointed person. Depending on workload and location UDGAs may be appointed at element, flight, squadron, or group level. A UDGA cannot be appointed as certifier due to conflict in function.

5.1.1. Appoint at least one primary and one alternate qualified certifier to certify consignments which are fully and accurately described, classified, packaged, marked and labeled/placarded and are in all respects in proper condition for transport according to US military, international and national regulations. Certifiers are required for all movement modes. For appointing certifiers use USAFE Form 67A, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order – Mode Air,* and USAFE Form 67B, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order – Mode Surface,* as appropriate. Ensure a copy of the appointment order is submitted to the IDGA. Personnel appointed as certifier cannot be appointed as UDGA at the same time.

5.1.2. Squadron Commanders in charge of maintenance activities responsible for conducting the European Compliance Inspection Program (ECIP) and the Hazardous Vehicle Compliance Program (HVCP) ensure only qualified and properly appointed vehicle experts conduct inspections for the initial vehicle registration or annual extension of the registration (EXII or FL). The CDGP Engineering Office has overall responsibility for the USAFE Dangerous Goods vehicle certification/inspection program. Ensure close coordination between the unit and the CDGP Engineering Office to maintain on-time scheduling of vehicle or tank inspections and re-certification.

5.1.3. Ensure UDGAs, certifiers, inspectors and other responsible individuals (drivers, packers, loaders, etc.) are properly trained prior to assuming their assigned functions. Ensure appointment orders for certifiers or UDGAs are revoked if the mandatory refresher training is missed. The squadron commander is authorized to extend the validity of the training certificate by 60 days. If the holder of the training certificate is not able to achieve refresher training within the 60 day period, the individual must accomplish the initial training course to obtain a new training certificate.

5.1.4. To ensure unit readiness, identify a minimum number of trained personnel for UDGA, certifier, Technical Specialist, Technical Expert, and ADR driver duties to the IDGA. Ensure the IDGA is informed when the number of trained personnel will drop below the unit's minimum training level.

5.2. **Vehicles and Handling:** Ensure hazard class 1 items which list special provision V2 in Columns 16 table 3.2., ADR, or hazard class 3 HM/HW in portable, demountable or fixed tanks exceeding the capacity listed in Part 9, subsection 9.1.1.2., ADR, are moved only on vehicles compliant to the ADR part 9; ensure the certificates of approval are current. Ensure

units/flights operating vehicles certified as "FL" or "EXII" conduct and document the proper inspections every twelve months based on the checklists identified in **Attachment 7** of this regulation. The next approval term shall, however, be related to the last nominal expiry date, if the technical inspection is performed within one month before or after that date. Ensure a vehicle is not used to carry HM/HW after the expiration date of the certificate of approval. Ensure units/flights operating tank vehicles maintain proper tank records as listed in Chapter 4.3.2.1.7. ADR. If the unit has no certified brake test stand, ensure a contract is in place to obtain the test from an authorized contractor. Tank tests must be conducted every three years, for tank containers every 2.5 years as listed in Chapter 6.7. and 6.8. ADR. Units in charge of tank inspection programs must ensure contracts are in place with authorized contractors to conduct the required tests and inspections. Contact the CDGP Engineering Office for scheduling re-certification of vehicles and tanks. Ensure the documentation of tests and inspections are provided for review and approval by the appointed engineer.

5.2.1. Ensure general safety principles are applied for movement of HM/HW of other hazard classes not requiring special vehicle certificates of approval IAW ADR. In addition to U.S. regulations on road/rail movements, ensure the regulations and special provisions outlined in ADR, Parts 7 and 8 are applied and adhered to. In case of conflicting instructions, consult with the IDGA for guidance.

5.2.1.1. **(Added-AVIANO)** 31 FW Aviano/GSU ADR Certified vehicles codes/units:

5.2.1.1.1. **(Added-AVIANO)** EX/II or EX/III intended for the carriage of explosive and articles Class 1.

5.2.1.1.1.1. **(Added-AVIANO)** 731 MUNS Camp Darby, Pisa

5.2.1.1.2. **(Added-AVIANO)** FL tank vehicles subdivided in: (a-liquids), (b-flammable gases), (c-battery vehicle for flammable gases).

5.2.1.1.2.1. **(Added-AVIANO)** 31 LRS/LGRFOD

5.2.2. **(Added-AVIANO)** Pre-inspection Certification: Two weeks before the ADR recertification of vehicles and/or tanks the unit involved shall perform a pre-inspection to ensure technical issues are corrected before the official certification. It is the unit(s) responsibility to contact base IDGA or USAFE/CDGP engineer and schedule such inspection with times convenient to all parties.

Table 1. (Added-AVIANO) 31FW Vehicle Identification and ADR Inspection requirements:

Type	Registration No.	Vehicle inspection	Tank inspection
C300	04 C 00120	Yearly	Every 3/6 years
C300	04 C 00119	Yearly	Every 3/6 years
R11	08 L 0009	Yearly	Every 3/6 years
R11	08 L 0006	Yearly	Every 3/6 years

Type	Registration No.	Vehicle/inspection
MAN truck tractor	04 B 00131	Yearly
MAN truck tractor	04 B 00130	Yearly
MERCEDES truck tractor	04 B 02377	Yearly
DYNAWELD semi-trailer	95 L 00271	Yearly
DYNAWELD semi-trailer	95 L 00249	Yearly
TALBERT semi-trailer	07 L 00345	Yearly
CHEVROLET 4x2 Stakebed	05 B 00473	Yearly

Table 2. (Added-AVIANO) ADR vehicles checklist – Equipment and Documentation.

ITEMS	YES	NO	N/A
Documentation:			
Transport Documents			
Instructions in Writing to be stored in an easily accessible place			
Identification of all crew members including photograph			
Certificate of approval of tank-vehicle			
Drivers ADR training certificate			
Fire-extinguishers (2 kg in the cab plus two 6 kg)			
Miscellaneous Equipment on board vehicle:			
Wheel chocks suitable to wheel diameter			
2 self-standing warning signs			
Eye rinsing liquid			
1 Shovel			
Drain seal and collecting container (orange container)			
Each member of the vehicle crew:			
1 Warning vest			
1 Portable lighting apparatus (spark proof flashlight)			
1 pair of protective gloves suitable for the substance transported			
1 Protective goggles			

Table 3. (Added-AVIANO) Vehicle/Tonnage Fire Extinguishers.

Vehicles	Requirement	Remarks
Up to 3.5 tonnes	2 kg for cab plus 2 Kg, total capacity 4 Kg.	e.g. small van
Over 3.5 tonnes and up to 7.5 tonnes	2 Kg for cab Total 8 Kg (usually one 6 Kg, other provision is acceptable as long as there is one 6 Kg)	e.g. Fiat Daily, Fiat Ducato, Pick Up
Over 7.5 tonnes	2 Kg for cab Total 12 Kg (including at least one 6 Kg)	e.g. C300, R11
All vehicles carrying dangerous goods below the limit IAW ADR 1.1.3.6	One 2 kg only	

5.2.3. **(Added-AVIANO)** Italy Fines: ITALIAN ADMINSTRATIVE AND CRIMINAL SANCTIONS as per D.L. (Legislative Decree) number 285 of 30 May 1992 for transport of HM not in compliance with ADR provisions in conjunction with Legislative Decree, 12 August 1962 number 1839, Article 168, Road Transportation of Hazardous Materials Discipline, apply.

5.3. **Accidents/Incidents and Inspections:** Compliant to Para 4.9. ensure in case of an incident/accident, the UDGA compiles the data required in the accident/incident report format listed in **Attachment 2**; ensure the IDGA is notified immediately; ensure data required for the report (USAFE Form 61) is made in accordance with this regulation and as directed by the IDGA/CDGPM. To determine when the accident report on USAFE Form 61 is required refer to the information provided in **Attachment 2**. Provide assistance to the Host Nation inspectors as requested for investigations of incidents/accidents. Provide access to the organization and to information during monitoring activities of the IDGA or CDGPM. Ensure corrective actions are implemented within 60 days to prevent reoccurrence.

5.4. **Hazardous Waste:** In case of transboundary movement ensure processes which produce hazardous waste are properly documented IAW the FGS, IAW 40 CFR, part 262.58 International Agreements, and IAW the HM regulation governing the mode of movement for disposal. Personnel charged with proper documentation and identification of HW must be trained as Technical Expert IAW this regulation.

5.5. **Unit Deployment:** If the unit deployment package contains HM, ensure qualified certifiers, drivers, customs clearance officers and UDGAs are assigned to the deployed unit to handle the movement of HM. When planning the move, consider required lead time for clearance and routings of HM. Allow at least 20 calendar days from the date of submitting the movement request until the movement date. Ensure the deployment planning considers HW disposal at the deployment location. If required contact DLA-DISPOSITION SERVICES for assistance. If disposal at the deployed location is not possible, the HW will not be offered for movement unless all approvals and notifications required for

transboundary movement of HW are achieved. Providing documentation of notification or approval for HW movement is a unit responsibility. Transportation personnel assigned to the deployed unit will not accept HW for movement unless all HW approval documentation is provided. Ensure routing, shipping, and clearance processes are worked by transportation personnel IAW HM/HW and EMCS procedures.

5.6. **Records and Library.** Ensure the UDGA produces and keeps all records required by the CDGP. Ensure the UDGA keeps CDGP records applicable to the unit listed in Para 4.8. on file for at least five years. Ensure proper funds are made available to keep the CDGP library current.

6. Unit Dangerous Goods Advisors (UDGA): The UDGAs are responsible to enforce compliance to HM rules within their duty area ensuring risks inherent to handling/movement of HM/HW with regards to persons, property and the environment is minimized. Because of the overseas regulatory environment UDGA duties are mission essential requirements. UDGA duties are identified in HM regulations and fit the duty of a supervisor in charge. Personnel appointed as UDGAs will:

6.1. **Unit Dangerous Goods Program implementation:** Review and adjust processes under the UDGA supervision involving handling/movement of HM/HW compliant to the CDGP and IDGP. Ensure unit compliance with HG/HW regulations by inspecting and analyzing HM/HW processes using checklists implemented in coordination with the IDGA. Ensure compliance checklists tailored to the functions and movement modes executed by the unit are built to prevent sanctions listed in **Attachment 4**.

6.2. **Guidance and Consulting:** Ensure unit operating instructions are in place providing specific guidance to personnel executing functions identified in the CDGP and IDGP. Consult with the unit commander and with personnel in charge of plans and programs on proper movement and handling of HM/HW IAW the unit mission. Review and develop procedures and unit instructions concerning load securing and the safe movement of HM/HW in line with this regulation and applicable DoD and Host Nation HM/HW rules. Prior to implementation, coordinate unit procedures and instructions with the IDGA. Implement and execute proper emergency procedures in case of an incident/accident ensuring maximum safety during the loading, unloading and removing of HM/HW at the scene of accident/incident. Cooperate with the local Fire Chief concerning emergency response plans. Implement appropriate measures and monitor processes to avoid the reoccurrence of accidents, incidents and serious infringements. Submit a copy of the unit emergency response plan to the IDGA for review and coordination. Identify requirements for derogations and submit requests for waivers to the IDGA.

6.2.1. Submit information about deviations from handling/movement regulations for HM/HW or conflicting information found in regulations to the IDGA for solution. Determine HM/HW identification discrepancies and notify the IDGA.

6.2.2. When required, prepare waiver request through the IDGA IAW para 4.4. After the annual update training review existing OIs/SOPs for compliance with new regulations or regulation changes.

6.3. **Records, Library and Reports:** Maintain records identified in Para 4.8. Ensure Safety Data Sheets are on hand including requirements listed in **Attachment 8** of this regulation.

Compile data in the format prescribed on USAFE form 60 and submit this data to the IDGA frequently but not later than 15 December each year for the period 1 October through 30 September. Maintain records and documents on file for at least 5 years or as directed by other regulations. Provide assistance to the IDGA for compiling and reporting data in accordance with ADR, Section 1.8., on serious accidents, incidents or serious infringements recorded during the loading, transport and unloading of dangerous goods. USAFE Form 61 provides the format for accident reports and the data required. Accident reports are required when during the movement and loading or off-loading of HM/HW personnel or animals were injured/killed, or property or the environment was damaged by HM/HW spills. This includes accidents/incidents on military installations. To determine when the accident report on USAFE Form 61 is required refer to the information provided in **Attachment 2**.

6.4. **Training:** Based on unit mission, assist the unit commander in identifying the minimum amount of personnel requiring qualification as UDGA, certifier, technical specialist, technical expert, or ADR driver. Ensure a forecast identifying the number of training slots for UDGAs, certifier, technical specialist, technical expert, or ADR driver is provided to the IDGA covering the next three fiscal years. The data must be provided in conjunction with the annual report. In case of immediate and unforeseen training needs notify the IDGA. Provide frequent update training (as changes occur or as required) to personnel involved in handling, certifying and movement of HM/HW. Maintain a list of trained and appointed personnel assigned to the unit and submit the data to the IDGA as changes occur. Attend the annual re-fresher training provided by the IDGA. Ensure the information provided during the annual refresher training is provided to all unit personnel involved in movement and preparation of HM/HW. The training will be conducted immediately following the annual update training provided by the IDGA. Ensure completion of annual refresher training is reported to the IDGA. Provide and document HM/HW safety training to "Other Responsible Personnel" assigned to the unit. Report if personnel did not attend the mandatory refresher training within the allotted time frame to the unit commander for revoking the appointment orders of the individual.

6.4.1. **(Added-AVIANO)** 31 FW/GSU Trained Personnel by Unit:

6.4.1.1. **(Added-AVIANO)** POL – 1 UDGA, 1 Certifier, ADR Drivers as required, 2 Technical Experts.

6.4.1.2. **(Added-AVIANO)** HAZMAT Pharmacy – 1 UDGA, 2 Technical Experts.

6.4.1.3. **(Added-AVIANO)** TMO – 2 UDGA, 2 Certifiers, 2 Technical Specialists.

6.4.1.4. **(Added-AVIANO)** VEHICLE OPS – required ADR Drivers.

6.4.1.5. **(Added-AVIANO)** VM – 1 UDGA, 1 Certifier, 2 Technical Specialists, and 2 Technical Experts.

6.4.1.6. **(Added-AVIANO)** 31 MDSS – 2 UDGA, 4 Certifiers, 2 Technical Specialists, and 2 Technical Experts

6.4.1.7. **(Added-AVIANO)** 31 CES – 2 UDGA, 1 Certifier, 4 Technical Specialists, and 5 Technical Experts.

6.4.1.8. **(Added-AVIANO)** 731 MUNS – 2 UDGA, 4 Certifiers, 4 Technical Experts, and 4 ADR Drivers

6.4.1.9. **(Added-AVIANO)** 704 MUNS – 2 UDGA, 1 Certifier, and 5 Technical Experts.

6.4.1.10. **(Added-AVIANO)** 724 AMS – 2 UDGA, 3 Technical Experts.

6.4.1.11. **(Added-AVIANO)** 31 MUNS – 2 UDGA, 2 Certifiers, 2 Technical Specialists, 2 Drivers, and 5 Technical Experts.

6.4.1.12. **(Added-AVIANO)** Hazardous Waste (HW) – 2 Technical Experts per collection point as appropriate

6.4.1.13. **(Added-AVIANO)** Units consuming DG – A number of Technical Experts ensuring proper identification of HW material.

6.5. **Inspections and monitoring:** Execute the unit commander's duty by ensuring processes and personnel qualifications meet HM/HW requirements. Monitor DG certifiers and other responsible personnel and ensure HM/HW preparation and movement meets HM/HW regulations. Inform the unit commander and the IDGA immediately if program deficiencies are found during inspections. Maintain documentation on inspections in the format provided on USAFE Form 63, including the date/time the inspection was conducted, the names of inspected persons and office, and the types of processes inspected (for example, certification, packaging, loading). Ensure availability of required documentation and safety equipment to be carried during the movement of HM/HW. Ensure safety equipment is serviceable and authorized/compatible to the HM/HW moved. Ensure the content of documentation is correct and valid. Identify discrepancies in the assigned vehicle fleet regarding specifications for movement of HM/HW and submit the data to the IDGA. Ensure load securing material and handling equipment used during loading/offloading of HM/HW complies with HM safety provisions.

Part 2

JOINT HAZARDOUS MATERIAL STEERING COMMITTEE, DUTIES OF PARTICIPANTS IN ACCORDANCE WITH EUROPEAN DANGEROUS GOODS REGULATIONS AND FORMS

7. Joint Hazardous Material Steering Committee (JHMSC).

7.1. The USAFE Command DGA will represent the USAFE Command in the JHMSC. The JHMSC consists of Command DGAs, functional experts, and lawyers. The purpose of the JHMSC is:

7.2. To coordinate all activities related to policy of HM/HW movements throughout Europe. The JHMSC will meet at least twice per year to formally review the U.S. Forces HM/HW movement program and analyze progress of the implementation.

7.3. To analyze and evaluate changes to Host Nation laws and policies on HM/HW and determine applicability to the U.S. military forces in Europe.

7.4. To recommend joint changes to the U.S. Forces HM/HW movement policy in Europe and to ensure harmonized and synchronized guidance in coordination with the various stakeholders.

7.5. To brief commanders on requirements applicable to Hazardous Material Movement Safety in Europe and synchronization with various stakeholders.

7.6. To conduct an annual training workshop for IDGAs and functional experts concerned with HM/HW movements focusing on regulation changes prior to implementation by the European Nations.

8. Explanation of duties of participants by function.

8.1. **General.** All safety requirements identified by Environmental, Safety and Occupational Health (ESOH) programs must be met when working with hazardous material/waste. Personnel executing duties identified in hazardous material regulations must ensure measures are taken, based on predictable risk that prevent accidents/incidents in conjunction with the movement of hazardous material/waste. HM movement regulations do not repeat general safety requirements listed in other regulations, i.e. safety, health or environment. Therefore personnel assuming duties described in HM/HW movement regulations must be trained and qualified in all safety requirements applicable to the traffic safety and exposure of HM/HW to public areas. The following describes activities identified in HM/HW movement regulations: preparation of hazardous material/waste for movement, i.e. identification, packaging, documentation, route planning and movement control; movement activities, i.e. loading, un-loading, filling, carrying, transporting, load securing, load distribution, unitization, consolidation, proper transport asset, driver identification and qualification, security; receiving of hazardous material/waste, i.e. positive inbound clearance, unloading, discharging, receiving inspection, unpacking, safety data sheet review.

8.1.1. If a participant identifies a discrepancy the process must be stopped until the discrepancy is corrected. Especially if the discrepancy presents a risk, i.e. a spill caused

by an accident during preparation, loading, movement, receiving or unpacking activities, and if the risk cannot be eliminated immediately the following actions must be taken:

8.1.1.1. On base: Follow installation emergency response procedures.

8.1.1.2. Off base: the driver must notify or initiate notification of the closest authority, and provide the required information.

8.1.2. If an incident impacting safety or security is identified the following applies:

8.1.2.1. Security: the carriage/movement is not allowed until proper security is provided and guaranteed. Ch205 DTR and the applicable mode specific security requirements must be reviewed to determine proper security.

8.1.2.2. Safety: If a violation of safety requirements is identified, the movement can only be continued if all safety requirements are complied with, or if a local authority directs and approves movement to a secure holding area.

8.2. **Ordering Party of the Shipper:** The Ordering Party of the shipper is an agency which executes duties identified in HM/HW regulations without seeing or handling the HM/HW. This can be a receiver, requesting a hazardous item from a supply source, a contracting agency, or an agency acting on behalf of the shipper. For the purpose of this regulation we focus on the contracting agency or agency acting on behalf of the shipper.

8.2.1. The ordering party will ensure:

8.2.1.1. When contacting the carrier or contacting the consignor on behalf of the shipper the information listed in section 5.4.1.1. and 5.4.1.2. *ADR/RID/ADN*, 5.4.1.4.1. and 5.4.1.4.2. *IMDG Code Amendment 35-10*, 8.1.6. *IATA-DGR*, and *AFMAN 24-204 (IP)* Table 17.1. Key 11 through 15 is provided in writing or by traceable electronic means by the shipper in the sequence as described. In case of hazardous waste ensure the identification for HW is also provided IAW the respective mode regulation in the proper sequence. Alteration of the sequence is not authorized.

8.2.1.2. A trained UDGA within the ordering party agency reviews the information provided by the shipper for conformance with the planned mode regulation. In case of non-conformance the ordering process must be stopped until the shipper provides the correct information in writing or by traceable electronic means.

8.2.1.3. A trained UDGA within the ordering party agency will ensure the information provided by the shipper is correctly transferred to the ordering document and is provided in writing or by traceable electronic means to the carrier or consignor.

8.2.1.3.1. The information regarding special routing requirements is provided to the carrier or consignor. If the shipper does not provide information regarding special routing requirements, a trained UDGA within the ordering party will verify if a special routing requirement exists.

8.2.1.4. Information regarding the gross mass of Limited Quantities is provided to the carrier or consignor in writing as part of the order.

8.2.1.5. Information regarding the number of packages of Exempted Quantities is provided to the carrier or consignor as part of the order.

8.3. **Shipper:** The shipper is the organization or individual owning the hazardous material/waste. The shipper initiates the transport process. This function is responsible for the proper identification of the HM/HW to the ordering party of the shipper, or to the consignor according to the classification criteria of the respective mode of transportation. If the shipper acts also as a consignor the shipper will provide the information to the carrier. In particular the shipper will:

8.3.1. Provide the information in the sequence as listed in section 5.4.1.1. and 5.4.1.2. *ADR/RID/ADN*, 5.4.1.4.1. and 5.4.1.4.2. *IMDG Code Amendment 35-10*, 8.1.6 *IATA-DGR*, and *AFMAN 24-204 (IP)* Table 17.1 Key 11 through 15, as applicable, in writing or by traceable electronic means.

8.3.2. Not delegate the proper identification to a third party. The document used to provide the information will contain the name and signature of the person generating the information for the selected movement mode. The person must have at least TE training accomplished for that movement mode. Therefore the shipper must ensure the proper Safety Data Sheet (SDS) is on file which provides the transport information valid for Europe in Section 14 and the European OSHA information in Section 15.

8.3.3. Contact the CDGP engineering office if the proper information cannot be obtained from the SDS available to the shipper.

8.3.4. Provide the information regarding special routing requirements to the ordering party, carrier or consignor in writing or by traceable electronic means.

8.3.5. Provide the information regarding the gross mass of Limited Quantities to the ordering party, carrier or consignor in writing or by traceable electronic means.

8.3.6. Provide information regarding the number of packages of Exempted Quantities to the carrier or consignor in writing or by traceable electronic means.

8.3.6.1. **Examples of DOD shippers are**: supply activities, units storing their own material, depots and repair facilities, and units purchasing items that are of "free onboard origin." In case of a unit organic move, the shipper may also be a consignor.

8.4. **Consignor:** The consignor is a unit or third party acting for the shipper entering the HM/HW into the public-traffic area. Example: servicing transportation officer. The consignor will:

8.4.1. Only hand over HM/HW consignments for transport which conform to DOD, EUCOM, and USAFE instructions regarding preparation, movement, and implementation of European agreements and regulations applicable to HM/HW for US Forces.

8.4.2. With the exception of identification and classification of the item execute all shipper responsibilities.

8.4.3. Ensure high-risk HM/identified in *ADR*, Chapter 1.10; and 49 CFR Part 172.800, and DOD 4500.9-R, Ch 205, are moved under an approved security plan.

8.4.4. Will ensure the next receiving point, i.e. consignee, Aerial/Water Port of embarkation (APOE/WPOE) or railhead is informed IAW the security plan and IAW the positive inbound clearance (PIC) procedures listed in AER 55-355 (USAFEI 24-201),

Joint Transportation and Traffic Management Para 3.9., or, upon implementation, IAW the appropriate EUCOM instruction.

8.4.5. Submit information required for the instructions in writing to the carrier by traceable means in writing or electronically.

8.5. **Transshipping through Aerial/Water Ports of Debarkation (APOD/WPOD) and railheads:** Personnel assigned to APODs, WPODs and railheads also execute shipper/consignor duties. For the onward movement by truck or rail the unit operating the APOD/WPOD or railhead enters into the shipper role in the intermodal chain for the movement by road IAW *ADR* and for movement by rail IAW *RID*. APOD/WPOD/railhead functions will:

8.5.1. Ensure *ADR* and *RID* instructions for onward movement are complied with.

8.5.2. Ensure a qualified UDGA assigned to these functions reviews the information required by *ADR/RID* 5.4.1.4.1. and 5.4.1.4.2. to ensure proper transfer to the truck/railroad manifest.

8.5.3. Ensure the information shippers must provide is given to the carrier, ordering party, or consignor as described in **Para 8.3.1**.

8.5.4. Ensure a DOD certified Interim Hazard Classifications (IHCs), DOT or DOD approved waivers and deviations or certificates of equivalency are validated IAW the process established by ECJ4; they will ensure the material does not move until the HNCA approval is available.

8.6. **Certifier:** When required, a certifier must review and declare conformance to a HM regulation. The movement of HW must also conform to HM movement regulations. In this case the HM movement regulations take precedence over HW regulations regarding identification, marking, labeling, packaging, and authorization for movement. The certifier executes commander duties and therefore must be on appointment orders by his commander identifying the scope of the appointment. Before the appointment order can be issued, each certifier must accomplish certification training and must be in the possession of a valid training certificate. Appointment orders can only list the scope of responsibility commensurate to the training certificate of the individual. A person qualified to certify HM/HW moving by military air cannot be appointed to certify HM/HW movement by road, rail, or water, unless he/she can provide a valid training certificate for the respective movement mode. The appointment of certifiers assigned to USAFE units will be documented on USAFE Form 67A, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order – Mode Air,* and USAFE Form 67B, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order – Mode Surface,* as appropriate.

8.6.1. In the HM/HW movement preparation process there are four different certification steps prior to releasing the HM/HW into public areas. The appointed certifier must review and document each step.

8.6.1.1. Identification and classification of the item.

8.6.1.2. Packaging certification (including marking and labeling).

8.6.1.3. Load distribution and load securing certification including marking and identification of the transport asset.

8.6.1.4. Verification of content of movement documents certifying all mode requirements for moving the HM/HW are met, i.e. proper preparation, identification, load securing, authorized transport asset, qualified driver, routings, diplomatic clearance, deviations, special permits, and security plan. In this context the customs document is also a document certifying compliance to regulations applicable to US Forces in the country entered by the movement asset. The certifier will use checklists to ensure all requirements are checked prior to releasing HM/HW into public traffic. The DGAs will assist in developing the proper checklists. **NOTE:** There may 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 and where required by individual job descriptions. In any case certifiers must be properly trained prior to assuming certifier duties and be appointed by their unit commander as a certifier. The appointment order must conform to the format described in this instruction. If a qualified and appointed certifier is deployed to another unit, the appointment of the home station commander is not valid. The unit commander of the deployed unit must provide his own appointment orders to the certifier, showing proper delegation of his responsibility to the appointed person.

8.7. **Carrier:** This is the organization that transports the goods. The carrier executes the transport asset owner, dispatcher, and operator duties. Based on information provided by the shipper, ordering party or consignor the carrier will:

8.7.1. Provide the proper transport asset, qualified operators, instructions in writing, firefighting equipment and additional equipment identified in the instructions in writing or by the mode regulation.

8.7.2. Ensure vehicle crew understand the instructions in writing and are capable and enabled to execute emergency response.

8.7.3. Ensure all activities concerning routing, border-crossing clearances, transport-asset registration, marking and posting transport assets where required, and load securing are properly executed.

8.7.4. Ensure all required documentation is on board the transport asset and is placed in a prominent place in the driver cab so in case of accident it can be easily found.

8.7.5. Ensure documentation not belonging to the load is stored in a way so it is not accessible.

8.7.6. Ensure drivers moving HM/HW IAW table 1.1.3.6., Ch. 3.4. or Ch. 3.5. ADR receive a safety briefing based on the instructions in writing for this item.

8.7.7. Ensure a copy of the safety briefing is filed with the movement documents.

8.8. **Driver:** The driver described in this regulation is an individual authorized and qualified to operate the transport asset loaded with HM/HW on public roads according to the *ADR*. Depending on the quantity of HM 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 is

a limited quantity IAW *ADR*, Ch 3.4., or exempted quantity IAW ADR, Ch 3.5., the driver does not need an *ADR* certificate. To operate a vehicle loaded with quantities not exceeding those limitations, the driver must receive a safety briefing either by the carrier (preferred) or by the loader. Proof of this briefing must be kept on file. The driver will:

8.8.1. Ensure the load, load distribution, and load securing rules are complied with IAW the safety principles for HM/HW movement.

8.8.2. Ensure the transport asset, container and/or tank, as appropriate, are properly marked and display the proper hazard placards and warning plates corresponding to the HM/HW carried on board. If the asset is empty and unclean the placards, plates and markings must correspond to the HM/HW last carried.

8.8.3. Comply with bad weather rules in the country transited. Military vehicles loaded with HM/HW will not be operated in public traffic areas on road condition amber or red.

8.8.4. Ensure compliance with security and parking rules.

8.8.5. Ensure when operating US military vehicles, all documentation regarding diplomatic clearance and transport movement release approvals are carried on board the vehicle.

8.8.6. Ensure compliance with traffic safety rules, routing, and mixed-loading regulations.

8.8.7. Ensure packages are not moved, if they are damaged, are incomplete, or are leaking HM/HW.

8.8.8. Ensure compliance with tunnel regulations IAW **8.6.4** ADR.

8.8.9. If executing filler duties on tank vehicles, ensure the maximum fill grade or fill rate is not exceeded, and the authorized volume per tank or tank compartment is not exceeded.

8.8.10. Ensure, if the maximum permissible fill degree is unknown, 90 percent of the volume of the tank will not be exceeded during filling.

8.8.11. Ensure all valves and inspection openings are closed and sealed after filling.

8.8.12. Ensure the provisions for operating tanks are complied with. In public areas these are subsection **4.3.2.3** ADR, except **4.3.2.3.1**, **4.3.2.3.3** sentence four and five and **4.3.2.3.6** sentence one-, and subsections **4.3.2.4**, **4.3.3.3.2** and **4.3.3.3.3**, Section **4.3.5** special provision TU 13 and TU 15, all ADR.

8.8.13. Ensure the additional provisions applicable to drivers listed in ADR Ch. **8.5** are complied with.

8.8.14. Ensure the transport asset, container and/or tank, as appropriate, are not marked or show hazard placards and warning plates, if the asset is empty and clean.

8.8.15. Ensure to carry out the appropriate measures listed in the instructions in writing.

8.8.16. Ensure, if required, a fumigation warning label is displayed IAW ADR **5.5.2.2**

8.8.17. Ensure during movement:

8.8.17.1. All movement documents listed in ADR subsection **8.1.2.1** and **8.1.2.2**. letters a through c are carried;

8.8.17.2. The inspection certificates of approval IAW subsection **6.8.2.4.5** sentence 2 are carried;

8.8.17.3. The ADR driver certificate of training is carried;

8.8.17.4. The fire-extinguishers IAW subsection **8.1.4.1** and **8.1.4.2** ADR are carried;

8.8.17.5. The equipment listed in Section **8.1.5** ADR is carried. If additional equipment not listed in the ADR is identified by the consignor ensure this equipment is also on board of the vehicle.

8.8.17.6. Ensure protective equipment and additional equipment is accessible and serviceable;

8.8.17.7. Copies of Waivers and deviations are carried;

8.8.17.8. All documentation is provided to HN authorities upon request.

8.8.18. Ensure compliance with surveillance provisions IAW DTR Vol. II, Ch 205, and ADR Ch **8.4** and **8.5**

8.8.19. Ensure hazardous residue adhered to the outside of tanks or containers is removed prior to departure.

8.8.20. Ensure not to consume alcohol, drugs or medication which can impact the driver fitness.

8.8.21. Ensure connections and hoses are empty during transport.

8.8.22. Ensures the vehicle/tank is grounded during filling/un-filling.

8.8.23. Ensure compliance with provisions listed in Ch 8.3 ADR regarding passengers, fire-extinguishers, opening of packages, portable lights, smoking, engine during loading or unloading, emergency brakes, and electrical connections.

8.9. **Consignee:** The consignee is the receiving organization IAW the movement contract/order. If there is no movement contract/order the function taking possession of the hazardous material upon arrival executes the consignee duties, the unloader and receiver duties. The consignee, unloader and receiver can be different organizations within the US Forces. The consignee will:

8.9.1. Communicate with the carrier dispatch system and the consignor shipment planner to ensure restrictions and limitations at the consignee's location are followed.

8.9.2. Provide Positive Inbound Clearance (PIC) to the movement control system.

8.9.3. Ensure the PIC includes instructions concerning gates, opening hours, storage and handling capability, routing on base, safety at the off-load site, types of HM and HW that cannot be handled, and escort service.

8.9.4. Ensure all unloader functions are executed properly.

8.9.5. Ensure support to the security forces guarding the gate for verification of driver/crew identification and training certificates upon arrival IAW the PIC information.

8.9.6. Ensure, if discrepancies are found, the driver may not be allowed to enter the installation until the carrier provides verification.

8.9.7. Ensure the consignment is dispatched and if required escorted to the proper unload site following the routes identified for the movement of hazardous material within an installation or garrison.

8.9.8. Ensure qualified unloaders verify the documentation and the load, and in case of discrepancy, annotate the movement documents and have the driver co-sign the discrepancy.

8.9.9. In case of discrepancy ensure an appropriate discrepancy report is initiated according to DOD 4500.9-R.

8.9.10. If required, ensure a receiving report is sent to the shipper regarding arrival of the vehicle, railcar, plane, or container.

8.10. **Loader:** The loader is the organization or individual that physically loads the goods onto or into the vehicle, railcar, plane, or container. The loader will:

8.10.1. Ensure all safety principles that apply to damaged packages, markings, load distribution, load securing, mixed loading, and documentation are followed.

8.10.2. Before loading a transport asset, ensure the asset is authorized for the load by checking the registration documentation.

8.10.3. Ensure the vehicle registration has not expired or does not expire during the transport.

8.10.4. Ensure the driver has a set of the instructions in writing in all required languages provided by the carrier. If the driver cannot show the proper instructions in writing, the loader will provide the instructions to the operator of the transport asset.

8.10.5. Ensure through the carrier that the driver understands the instructions, is capable execute them by checking that the protective equipment and additional equipment required by *ADR is* on the vehicle, accessible and serviceable.

8.10.6. Ensure before releasing the asset, it is properly marked and secured, and all the required movement documents are on the vehicle in a prominent place in the driver cabinet so in case of accident they can easily be found.

8.10.7. Check and ensure and to avoid confusion after an accident, that movement documents not applicable to the load are stored by the operator so they are not accessible.

8.10.8. Ensure the vehicle is not released until all discrepancies are corrected.

8.10.9. Ensure drivers moving HM/HW IAW table **1.1.3.6,** Ch. **3.4** or Ch. **3.5** ADR receive a safety briefing based on the instructions in writing for this item.

8.10.10. If the safety briefing was not provided by the carrier, ensure a copy of the safety briefing is filed with the movement documents.

8.11. **Filler:** The filler has the same responsibilities as the loader. Additionally, the filler must ensure:

8.11.1. The material filled into tanks or receptacles are compatible with the tank and receptacle skin.

8.11.2. The tank information in the tank-registration document is checked and is valid.

8.11.3. The last or next tank inspection date on the tank plate mounted on the outside of the tank is checked and is still valid.

8.11.4. The inspection period is not expired before filling and will not expire during the movement.

8.11.5. The tank code matches the tank code listed in the ADR/RID.

8.11.6. The identification of receptacles is permanently affixed to the outside of the receptacle and matches the identification of the authorized UN packaging specifications listed in the mode regulation.

8.11.7. When applicable, the receptacle inspection period has not expired and the packaging code complies with the code listed in the applicable packaging rule.

8.12. **Unloader:** The unloader is the organization/or individual that removes a container, bulk container, tank container, or demountable tank from a vehicle/chassis, or removes packed hazardous material, intermediate containers, or small demountable tanks from our out of a vehicle or container, or discharges dangerous goods from a tank, or bulk container. The unloader, consignee, and receiver of the hazardous material can be different organizations within DOD. In particular the unloader will:

8.12.1. Ensure only the hazardous material listed on the movement document is unloaded by comparing the information of the transport document and the identification on packages, containers, tank, or vehicle.

8.12.2. During unloading check if any of the packages, containers, tanks, or vehicles are damaged to the extent which would endanger the unloading operation. In this case stop the unloading until appropriate measures are taken to allow the continuation of a safe unloading operation.

8.12.3. Comply will all relevant safety requirements concerning unloading.

8.12.4. Immediately following the unloading of the tank, container or vehicle;

8.12.4.1. Remove all hazardous residue which have adhered to the outside surface of the vehicle, tank or container during unloading.

8.12.4.2. Close all valves and inspection openings

8.12.5. Ensure the prescribed cleaning and decontamination of the vehicle, tank or container is carried out.

8.12.6. Ensure the container, tank or vehicle once completely cleaned or decontaminated no longer displays markings or placards conforming to Ch **5.3** ADR/RID.

8.12.7. At deployment sites ensure hazardous residues on tanks is nullified by qualified personnel or qualified contractors. Non-ADR certified R11/C300/C301 re-fuelers can only return to home station if the nullification of hazard process, draining and purging, is conducted and certified.

8.12.8. If nullification gear is not available to the deployed unit, ensure contracts for nullification of hazards are in place before the deployment begins.

8.13. **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. Only qualified packers are allowed to pack hazardous material. The packers must have completed the DOD packaging training and must be instructed on the packaging rules of the various mode regulations. Packers do not need appointment orders, but require a training certificate. The packers ensure the packing and marking regulations for packages are complied with as follows:

8.13.1. Limited quantities:

8.13.1.1. Rail, Road, Inland Water IAW **3.4.1, 3.4.3** through **3.4.6,** and **3.4.8.1** and **3.4.8.2**, ADR/RID/ADN.

8.13.1.2. Air: **5.0.3** IATA-DGR; **19.3** AFMAN 24-204 (IP)[1]

8.13.1.3. Sea: **3.4** IMDG

8.13.2. Excepted Quantities:

8.13.2.1. Rail, Road, Inland Water IAW **3.5.1** through **3.5.4,** ADR/RID/ADN

8.13.2.2. Air: **2.6.**, **5.02.4.**, **5.0.2.6.1**., **5.0.2.8**., **5.0.2.9**, and **5.0.2.11.1a)** IATA DGR; **19.2**., AFMAN 24-204 (IP)[1]

8.13.2.3. Sea: 3.5. IMDG

8.13.3. The provisions on use and leak proof test for pressurized receptacles, packages including Intermediate Bulk Container (IBC) and large packages (LP):

8.13.3.1. Rail, road, Inland Water IAW sections 4.1.1. through 4.1.9., and subsections 6.2.6.3.2.2.1. and 6.2.6.3.2.2.3. ADR/RID and the applicable special provisions in Ch 3.3. ADR/RID/ADN.

8.13.3.2. Air: Sections 5 and 6, IATA-DGR; 1.6. and **Attachment 3**, AFMAN 24-204 (IP) [1]

8.13.3.3. Sea: 4.1.1. through 4.1.9., Ch 6.1. through 6.6., and applicable special provisions in Ch 3.3., IMDG.

8.13.4. Compatibility provisions for packing:

8.13.4.1. Road, Rail, Inland Water: IAW subsection 1.1.4.2.1.2. ADR/RID if the movement precedes or follows an air or sea movement; and section 4.1.10. ADR/RID

8.13.4.2. Air: 9.3.2 IATA DGR; Atch 18 AFMAN 24-204 (IP) [1]

8.13.4.3. Sea: Ch 7.2. IMDG

8.13.5. Provisions regarding labels and marking

[1] Applies to MILAIR movements in countries which ratified or accept STANAG 3854; for other countries follow the Foreign Clearance Guide instructions.

8.13.5.1. General: all military goods must be marked and labeled IAW MIL STD 129, current version;

8.13.5.2. Road, Rail, Inland Water: IAW subsection 1.1.4.2.1.1. if the movement precedes or follows an air or sea movement;

8.13.5.3. Overpacks:

8.13.5.3.1. Road, rail, inland water: IAW 3.4.7 (LQ), subsection 3.5.4.3. (EQ), sections 5.1.4, 5.2.1., and 5.2.2 and the applicable special provisions in Ch 3.3, ADR/RID/ADN

8.13.5.3.2. Air: 5.0.1.5. IATA-DGR; Para 1.10., A3.1.4., A3.1.7., A3.1.11., A3.2.2.12., A3.3.7., A6.3., A6.5., A6.10., A6.18., A9.9.2., A11.10., A12.2., A12.10., A13.20., A14.3. (et Seq.), A14.4.2.4., A15.2., A15.3., A15.4.5.3.4. and A15.4.5.3.5, Table A17.1., A19.2.8., A20.1., A28. and applicable special provisions in table A4.2. AFMAN 24-204 (IP) [1]

8.13.5.3.3. Water: IAW 3.4.2 (LQ), 3.5.2 (EQ), 5.1.2, 5.2.1 and Special provisions in Ch 3.3. IMDG.

8.13.5.3.4. Ensure the content in an overpack is properly secured.

8.13.6. Ensure the use of overpack for movement over public roads comply with the provisions in subsection 5.1.2. ADR, for rail with the provisions of 5.1.2. RID, for air with the provisions in 5.0.1.5. IATA-DGR, or Para 1.6. AFMAN 24-204 (IP) [1]. If items are consolidated in an overpack, the packer will ensure the required additional markings and labels are applied.

8.14. **Receiver:** Receiver is the ultimate consignee, the unit which is unpacking and using/consuming the hazardous material. In the U.S. military system the unloader, consignee and receiver can be assigned to different units. If consignee and consumer are the same, all consignee and unloader duties described above must be executed. If the consignee is a third party forwarding the item to supply or the unit, the receiving section of the supply activity or unit is responsible for the following:

8.14.1. Ensure the consignor is informed in the event of a non-compliance with any limit in the ADR/RID/ADN to radiation level contamination.

8.14.2. Review the Safety Data Sheet for compliance with the additional Hazard Communication (HAZCOM) requirements in Europe described in **Attachment 8**.

8.14.3. Ensure if the SDS is non-compliant to HAZCOM instructions listed in **Attachment 8** the proper SDS compliant to the HAZCOM requirements in Europe is obtained from the manufacturer, or vendor. If the manufacturer or vendor is a DOD supplier from within the US, the supplier may not be set up for responding to international requirements. In this case the supply activity accounting for the material may contact the CDGP Engineering Office for assistance.

8.14.4. Supply activities serving off-base customers or providing lateral support must review the item packaging (inner and outer), labeling and marking specification in relation to European HM rules for transportation before placing the items on the shelf. If the item packaging configuration does not conform to the European HM and HW

packaging and marking regulations, the item must be repacked or over-packed and properly marked and labeled before releasing it to an off-base/off-post customer.

8.14.5. Local DGAs monitoring the receiver function need to ensure written procedures and training are in place for assessing and applying proper packing for European HM and HW packaging instructions. In case of non-compliance receivers need to ensure the package is marked as non-compliant so it is not released into public traffic. If for technical reason an adjustment is not possible, the local DGA will initiate action through the IDGA for obtaining the appropriate waivers to allow movement of the item in the non-compliant configuration.

8.15. **Hazardous Material Pharmacy, and HW Storage Areas (Ammunition, Gas, Fuel, and Waste), base maintenance units:**

8.15.1. Each section storing HM and HW must ensure the items are kept in the proper package, and are properly marked, labeled and segregated.

8.15.2. If HM is turned over to a customer or service agency in conjunction with off-base movement the unit turning over the item must have personnel qualified in the certifier, shipper, consignee, packer and loader function. The unit picking up items must ensure the personnel assigned to pick up HM is qualified IAW the carrier, loader, and driver function. In most cases the ADR training will suffice.

8.15.3. If air, rail, or sea is involved, the unit should work through the EMCS.

8.15.4. In the case of HW/Clinical Waste (CW), contractors may pick up the goods. It is not recommended to move HW through off-base routes to HW collection points by military vehicles/personnel. If so all transportation and traffic safety rules, qualifications, and routing permits apply in this case. In some of our host countries special licenses and vehicle requirements apply. The preferred method is to arrange pick up of HW/CW by qualified contractors.

8.15.4.1. The contractor can execute loader, packer, consignor, and carrier duties. Contracting officers and Waste Generators involved in the statement of work should clearly identify which of the functions listed in this instruction are delegated to the contractor. If delegated, the waste generator is still liable to ensure the contractor complies with the duties listed in the contract and in this regulation.

8.15.4.2. The identification of the HW/CW cannot be delegated. The person executing the shipper function of "identification" of the HW/CW, on behalf of the owning unit, will remain liable for the proper identification until final destination. USAFE Form 1930, Hazardous Waste Profile Sheet, may be used to identify HW/CW. See **attachment 13** for a description of the form. If other formats are used, ensure those formats are equivalent to that provided by USAFE 1930. Ordering parties of the unit, i.e. DLA-DISPOSITION SERVICES, the base HW manager, or a traffic manager are not liable for this information. The ordering parties need to keep a copy of document provided by the unit showing the identification of the HW IAW the movement regulation (normally ADR, but also IMDG. The name of the person (printed) and signature of the person identifying the HW/CW IAW the movement regulation must legible and on the document turning over the item to the HW disposal system. Based on the original identification all other participants will act, i.e. pack,

mark, label, load security, protection (security), vehicle type, routing, etc. If the identification provided by the unit was wrong and the activities following the shipper are based on the wrong identification they will not be liable for any consequences, i.e. accidents, incidents. Breaching administrative act accusations will also be deferred to the shipper in this case.

8.15.4.3. All agencies between the unit and the contractor need to comply with the ordering party duties listed in this instruction.

8.15.4.4. If applicable, personnel responsible for HM and HW storage areas must also ensure there is a valid security plan. Whether a security plan is required can be determined from 49 CFR, part 172.800, ADR Ch 1.10., or specific service instructions. If an accident/incident happens during a loading or unloading activity as part of a movement process, and if these accidents/incidents meet the criteria IAW **Attachment 2** the local IDGA and the CDGP must be informed as outlined in Para 3.4. and 4.9. This is in addition to any other reporting requirements, i.e. IAW safety or environmental regulations.

8.16. **Units using or consuming HM.** Units consuming HM for their mission will ensure they have a movement plan for deploying HM and disposing HW. In a production process HM not covered under HM transportation regulations may become regulated as part of the contamination or transformation process during production. Therefore units must have a safety plan to prevent mishaps, contamination, injuries, or damages when using HM. Additionally these units must have personnel qualified as Technical Expert to identify the HW IAW HM regulations. The local DGA will provide this training. Additionally the UDGA must ensure proper operating instructions are in place to ensure all HM/HW regulations applicable to shippers are complied with. If the unit moves the HM/HW organically all functions listed in this instruction must be available, properly trained and, where required, appointed on orders. The UDGA will ensure the unit has the proper MSDSs on file, the proper risk management documented, and all required hazard communication applicable to the unit's HM/HW inventory installed.

8.17. **Duties of several participants:**

8.17.1. The loader, filler, carrier, unloader, receiver, or consignee will ensure the accident incident reporting IAW **Attachment 2** of this instruction is initiated through their local DGA.

8.17.2. The carrier, consignor, and consignee for movements by rail, road or inland water will take the following actions in case of a non-compliance with any limit applicable to radiation levels or contamination:

8.17.2.1. Road movement: inform the nearest authority for road safety. Normally that is the traffic police which can be reached through the standardized European emergency phone system. The number is 112.

8.17.2.2. Rail movement: the host country railroad agency. The emergency number 112 can also be used.

8.17.2.3. Inland Water: the host country inland water authority. The emergency number 112 can also be used.

8.17.3. All participants in road, rail, and inland water traffic must comply with the security provisions outlined in Ch. 1.10. ADR/RID/ADN. US Forces comply with 49 CFR part 172.800 and if Ch. 1.10. ADR/RID/ADN is more stringent, with that chapter.

8.17.4. Ordering party of the shipper, shipper, consignor, packer, loader, filler, carrier, consignee and receiver functions involved in the movement of the so called "High Consequence dangerous goods" must implement and apply security plans compliant to 49 CFR Para 172.800, Para 172.802, and Para 172.820. Additional or more stringent requirements listed in subsections 1.10.3.2.2. through 1.10.5. and table 1.10.5. ADR/RID/ADN must be incorporated into the security plan also. The ECI 4305.01, Traffic Management within the EUCOM AOR, Enclosure C, Para 11 b is substituted as follows:

8.17.4.1. The consignor will inform the consignee on the movement of high consequence items by providing TCN, UN number, Proper Shipping Name, Hazard labels, packing group, type pack, pieces, weight, cube, net qty of HM or NEW, license plate number or registration number of carrier transport asset, copy of the picture identification, i.e. passport, travel passport, military ID card, planned arrival time.

8.17.4.2. The consignee will provide information to the security forces managing the large vehicle inspection station (LVIS). If the LVIS is not used, the information will be provided to the gate indentified by the consignee to the carrier as part of the positive inbound clearance (PIC) process identified in ECI 4305.01.

8.17.4.3. Gate personnel will check the information upon arrival of the vehicle and will only clear the vehicle onto the military installation if PIC information and vehicle/crew match.

8.17.4.4. In case of discrepancy the consignee will clarify with the carrier if the crew or vehicle was replaced and the movement is legitimate.

8.17.4.5. If the carrier does not confirm the deviation the consignee and security forces will implement appropriate responsive actions identified in the security plan.

8.17.4.6. The security plan will not be shared with agencies or personnel outside of the organization. Review of security plans is authorized by official US government surveillance agencies, i.e. IG teams or functional inspectors.

8.17.5. **(Added-AVIANO)** Contact supervisor and Unit DGA for additional support and guidance ensuring compliance with HM Emergency Response Plan. If necessary request assistance from Installation DGA to act as advisor to the Incident Commander for managing the safe movement of DG/HW from scene of accident/incident.

8.17.6. **(Added-AVIANO)** : Accident Reports. UDGAs will prepare accident/incident reports on USAFE Form 61, according to USAFEI 23-104 Attachment 2, and issue copies of the reports to the IDGA.

JOHN T. RAUSCH, Colonel, USAF

Chief Logistics Division

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

Code of Federal Regulations (CFR) 49, *Transportation*

DTR 4500.9-R Part II, *Defense Travel Regulation – Cargo Movement*, November 2004 available at: **http://www.transcom.mil/j5/pt/dtr.cfm**

AFPD 23-1, *Materiel Management Policy and Procedures*, 10 March 2006

AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*, 15 April 2007

AFI 33-360, *Publications and Forms Management*, 18 May 2006

AFI 33-360_USAFESUP, *Publications and Forms Management*, 6 December 2007

AFMAN 33-363, *Management of Records*, 1 March 2008

List of International Agreements

ADN, *European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways*

ADNR, *European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways-Rhein*

ADR, *European Agreement Concerning the International Carriage of Dangerous Goods by Road*

International Atomic Energy Agency (IAEA) Safety Series, No. 115, *International Basic Safety Standards for Protection Against Ionizing, Radiation and for Safety of Radiation Sources*

ICAO-TI, *Technical Instructions for the Safe Transport of Dangerous Goods by Air*

List of national regulations implementing European Agreements

Germany

Dangerous Good Transportation Law (GGBefG)

Ordinance for Dangerous Goods Safety Advisors (GBV)

Ordinance for moving Dangerous Goods over public highways and by rail (GGVSE)

Policy concerning General Waivers (GGAV)

Policy concerning interpretation of ADR/RID and the GGVSE (RSE)

Air Traffic Law (LuftVG)

Explosive Law (SprengStG)

Ordinance for moving Dangerous Goods by Air (GGVLuft)

Ordinance for moving Dangerous Goods by Sea (GGVSee)

Ordinance for movement of Dangerous Goods on Inland Water Ways (GGVBin)

Bundeswehr Regulations for the Transportation of Dangerous Goods by Military Aircraft (RLGGLuft)

Bundeswehr Guideline governing the regulations on the transport of dangerous goods by road and rail (RLBwGGVSE).

General Bundeswehr waivers applicable to the US Forces

Bundeswehr Directive Concerning the Regulation on Transportation of Hazardous Cargo by Seagoing Vessels (RLBwGGVSee)

Bundeswehr Regulation concerning Surveillance of the Dangerous Goods/Hazardous Waste Movement program of Military Organizations in Germany (RLGGAufsicht)

Regulations concerning road checks of dangerous goods vehicles (GGKontrollV)

Bundeswehr Regulations concerning Dangerous Goods Driver Training (RLGGFS)

Policy concerning Transportable Pressurized Equipment (OrtsDruckV)

Note: 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 issued corresponding regulations which provide additional rules on states or communities. Route planners and DGAs must be aware of those details when executing HM/HW movements in Germany. There are many additionally laws referring to dangerous goods movements which must be observed depending on situation. Examples are production laws, environmental laws, general safety laws, radiation safety law, etc. The CDGA and IDGA have a list of additional laws and regulations applicable in Germany for review.

United Kingdom (U.K.)

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009; Statutory Instrument (SI) 1348 or the most current version if this version is superseded.

The Controls on Dangerous Substances and Preparations (Amendment) Regulations 2007; SI 1596, or most current version.

The Road Tunnel Safety Regulations 2007, SI 1520, or most current version.

Emergency Action Code Listing 2007, EAL, or most current version.

Defense Movements and Transport Regulations Volume 4b, Dangerous Goods by Road, Rail and Sea, Joint Service Publication (JSP) 800

Defense Movement and Transport Regulation JSP 800 Volume 4a, Dangerous Goods by Air Regulations.

JSP 815, Defense Environment and Safety Management

Department for Transport (DfT) Guidance Notes

Health and Safety Enforcement Policy Statement, HSC 15

Registration, Evaluation, Authorization and Restriction of Chemicals (REACH) (EC 1709/2006)

Note: Above list refers to ordinances and regulations issued or recognized by the Department for Transport and the Ministry of Defense of the U.K. These regulations apply to foreign forces

stationed in the U.K. and to visiting forces. U.K. national traffic rules have differences to international movement rules, i.e. vehicle placards. Enforcement is executed by the Health and Safety Executive, the British Forces, the police and the Vehicle and Operator Service Agency (VOSA).

Belgium

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

ADR Controls of military vehicles (FL/AT-EXII 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 (Hazardous-Material Transportation, by Air), ACOT-GID-IATA-SMSP-341,

Supplementary Directives Regarding IMDG (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: 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. These regulations replace the IF 24 which still may be listed in some U.S. regulations.

Italy

Ministerial Decree (DM) 15 May 97, Implementation of Attachment A and B of ADR

DM 3 May 01, Ground Transportation of Dangerous Goods of Military Forces

DM 3 Mar 1997 Uniform procedures for controls of ground transportation of dangerous goods civilian and military

n.6106 Manual of Military Transportation of Dangerous Substances and Products includes waivers for military entities.

Note: Above list concerning regulations applicable to U.S. military movement of DG and HW in Italy is not complete. The listing will be updated by future changes to this regulation as translations are received.

Spain

Agreement between the Kingdom of Spain and the U.S., 1988

Note: The information in this appendix is changing constantly. Review the USAFE command DGA CoP on the AF portal for the most current available information.

(Added-AVIANO) ADR, European Agreement Concerning the International Carriage of Dangerous Goods by Road

(Added-AVIANO) AFMAN 24-204, *Preparing Hazardous Material for Military Air Shipments*, 03 December 2012

(Added-AVIANO) CFR49, Parts 100 to 185, Transportation

(Added-AVIANO) DOD 4500.9-R, *Defense Transportation Regulation* (DTR), 11 September 2007

(Added-AVIANO) USAFEI 23-104, *USAFE Command Dangerous Goods Program*, 31 May 2012

(Added-AVIANO) USAREUR 55-48, *Blocking and Bracing for Motor Transport*

Prescribed Forms

USAFE Form 60, *Command/Installation Dangerous Goods Advisor Annual Report*

USAFE Form 61, *Accident/Incident Report on Occurrences During the Carriage of Dangerous Goods/Hazardous Waste*

USAFE Form 62, *Quarterly Dangerous Goods (DGA) Activity Report*

USAFE Form 63, *Command Dangerous Goods Advisor (CDGA)/Installation Dangerous Goods Advisor (IDGA) Monitoring Report*

USAFE Form 66, *Dangerous Goods Advisor (DGA) Appointment Order*

USAFE Form 67A, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order – Mode Air*

USAFE Form 67B, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order – Mode Surface*

USAFE Form 68, *Certificate of Approval for Vehicles carrying certain Dangerous Goods;*

USAFE Form 69, *Vehicle inspection checklist – Prerequisite for the ADR Inspection and specific requirements.*

USAFE Form 1930, *Hazardous Waste Profile Sheet,*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

(Added-AVIANO) ADR—European Agreement Concerning the International Carriage of Dangerous Goods by Road

AOR—Area of Responsibility

APOD—Aerial Port of Debarkation

CA—Competent Authorities

(Added-AVIANO) CC—Unit Commander;

CDGA—Command Dangerous Goods Advisor

(AVIANO) CDGA—Command Dangerous Goods Advisor;

(Added-AVIANO) CDGP—Command Dangerous Goods Program;

(Added-AVIANO) CLP—Classification, Labeling and Packaging Directive (EC 1272/2008)

CW—Clinical Waste

DG—Dangerous Goods

(Added-AVIANO) DG/HW—Dangerous goods and hazardous wastes regulated by ADR and CFR49;

DGA—Dangerous goods adviser

DGR—Dangerous Goods Regulation

DLA—Defense Logistics Agency

DoD—Department of Defense

DoT—Department of Transportation

CoP—Community of Practice

(Added-AVIANO) DRMS-E—Defense Reutilization and Marketing Service - Europe;

DTS—Defense Transportation System

(AVIANO) DTS—Defense Transportation System;

DLA—DISPOSITION SERVICES -

ECIP—European Compliance Inspection Program

(Added-AVIANO) EQ—Exempted Quantities IAW Chapter 3.5, ADR;

(Added-AVIANO) EWC—European Waste Catalog;

EX—explosives

(Added-AVIANO) FCG—Foreign Clearance Guide;

(Added-AVIANO) FGS-I—Final Governing Standards - Italy;

FL—flammable

FMS—Foreign Military Sales

(Added-AVIANO) GHS—Global Harmonized System of Classification and Labeling of Chemicals;

(Added-AVIANO) HAZMAT—hazardous material (in context of this instruction - dangerous material);

(Added-AVIANO) HMIRS—Hazardous Material Information Resource System;

HNSA—Host Nation Surveillance Agency

HM—Hazardous Material

(AVIANO) HM—Hazardous Materials;

HQ—Headquarter

HVCP—Hazardous Material Vehicle Certification Permit

HW—Hazardous Waste

(AVIANO) HW—Hazardous Waste;

(Added-AVIANO) HWAP—Hazardous Waste Accumulation Points;

(Added-AVIANO) HWSA—Hazardous Waste Storage Areas;

IATA—International Air Transport Association

(AVIANO) IATA—International Air Transportation Association;

ICAO—International Civil Aviation Organization

ID—Identification

IDGA—Installation Dangerous Goods Advisor

(AVIANO) IDGA—Installation Dangerous Goods Advisor;

IHC—Interim Hazardous Classification

(Added-AVIANO) IMDG-Code—International Maritime Dangerous Goods Code;

IMDGC—International Maritime Dangerous Goods Code

(Added-AVIANO) JHCS—Joint Hazardous Classification System;

JHMSC—Joint Dangerous Goods Steering Committee

Kg—Kilogramm

l—Liter

(Added-AVIANO) LQ—Limited Quantities IAW Chapter 3.4, ADR;

MAP—Military Assistance Program

(Added-AVIANO) MSDS—Material Safety Data Sheet;

(Added-AVIANO) N/R—Not regulated for transportation;

NATO—North Atlantic Treaty Organization

NLT—Not later than

(Added-AVIANO) OECD—Organization for Economic Co-operation and Development;

OI—Operating Instruction

PAX—Passenger

(Added-AVIANO) PG—Packaging Group;

PIC—Positive Inbound Clearance

(Added-AVIANO) POV—Privately Owned Vehicles;

(Added-AVIANO) PPE—Personal Protective Equipment;

(Added-AVIANO) PSN—Proper Shipping Name;

(Added-AVIANO) QTY—Quantity;

RID—European Regulation Concerning the International Carriage of Dangerous Goods by Rail

SOP—Standard Operating Procedure

U.K.—United Kingdom

U.N.—United Nations

U.S.—United States

UDGA—Unit Dangerous Goods Advisor

(AVIANO) UDGA—Unit Dangerous Goods Advisor;

UDO—Unit Deployment Officer

USAF—United States Air Force

USAFE—United States Air Forces in Europe

USAREUR—United States Army in Europe

WPOD—Water Port of Debarkation

Terms

(Added-AVIANO) Closed Vehicles—*A* vehicle having a body capable of being closed;

(Added-AVIANO) Combination packaging—Combination of packaging for transport purposes, consisting of one or more inner packaging secured in an outer packing in accordance with **4.1.1.5**, ADR

(Added-AVIANO) Command Dangerous Goods Program (CDGP)—USAFEI 23-104

(Added-AVIANO) Dangerous Goods—Hazardous Materials listed by UN Numbers, regulated by 49CFR, ADR, IMDGC or IATA DGR

(Added-AVIANO) European Waste Catalog—Provides Classification and Disposal Instructions for HW Functional elements

(Added-AVIANO) Hazardous Materials—In context of this instruction; all material defined as Dangerous Goods and Hazardous Waste; including substances and mixtures listed in GHS/CLP as hazardous;

(Added-AVIANO) Hazardous Substances and Mixtures—Chemicals classified as hazardous IAW CLP

(Added-AVIANO) Hazardous Waste—Waste listed as hazardous in the European Waste Catalog (AVV), regulated by ADR and/or CLP

(Added-AVIANO) Hazardous Waste Accumulation Points—An area at or near the point of generation for collecting and storing HW

(Added-AVIANO) Hazardous Waste Storage Areas—Locations on the installation where HW is collected and stored prior to shipment for treatment or disposal;

(Added-AVIANO) Military vehicles—includes leased vehicles exclusively used by military units;

(Added-AVIANO) Movement (of DG/HW)—Includes preparation, transportation, temporary storage and receipt of DG/HW

Attachment 2

ACCIDENT REPORT

A2.1. General: This accident report will be completed by the Installation Dangerous Goods Advisor on USAFE Form 61. Upon completion this accident report will be submitted to the Command DGA. The CDGA will prepare the official report for release to the Host Nation Competent Authority and must not include classified information.

A2.2. Reason: The accident report is required when a serious accident or incident takes place during loading, filling, carriage or unloading of HM/HW on the territory of a European Nation. The Unit and Installation DGA monitoring personnel involved in loading, filling, shipping, receiving, or transporting HM/HW shall ascertain that a report conforming to the model prescribed on USAFE Form 61 is completed and submitted to the Command DGA. The Command DGA is responsible to submit this report to the Competent Authority concerned with the investigation of the accident/incident.

A2.2.1. **Details:** An accident/incident is subject to report if dangerous goods were released or if there was an imminent risk of loss of product, if personal injury, material or environmental damage occurred, or if the authorities were involved and one or more of the following criteria has/have been met:

A2.2.1.1. **Personal injury** means an occurrence in which death or injury directly relating to the dangerous goods carried has occurred, and where the injury:

A2.2.1.1.1. requires intensive medical treatment;

A2.2.1.1.2. requires a stay in hospital of at least one day; or

A2.2.1.1.3. results in the inability to work for at least three consecutive days.

A2.2.1.2. **Loss of product** means the release of dangerous goods:

A2.2.1.2.1. of transport category 0 or 1 in quantities of 50 Kilograms (kg) / 50 liter (l) or more;

A2.2.1.2.2. of transport category 2 in quantities of 333 kg / 333 *l* or more; or

A2.2.1.2.3. of transport category 3 or 4 in quantities of 1 000 kg / 1 000 *l* or more.

A2.2.1.3. The loss of product criterion also applies if there was 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 (e.g. owing to distortion of tanks or containers, overturning of a tank or fire in the immediate vicinity). If dangerous goods of Class 6.2 are involved, the obligation to report applies without quantity limitation.

A2.2.1.4. **Loss of Class 7 material:** In occurrences involving Class 7 material, the criteria for loss of product are:

A2.2.1.4.1. Any release of radioactive material from the packages;

A2.2.1.4.2. Exposure leading to a breach of the limits set out in the regulations for protection of workers and members of the public against ionizing radiation (Schedule

II of IAEA Safety Series No. 115 – "*International Basic Safety Standards for Protection Against Ionizing Radiation and for Safety of Radiation Sources*"); or

A2.2.1.4.3. 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.

A2.2.2. **Additional Explanations**:

A2.2.2.1. **Material damage or environmental damage** means the release of dangerous goods, irrespective of the quantity, where the estimated amount of damage exceeds 50,000 Euros.

A2.2.2.2. **Damage to any directly involved** means of carriage containing dangerous goods and to the modal infrastructure shall not be taken into account for this purpose.

A2.2.2.3. **Involvement of authorities** means the direct involvement of the authorities or emergency services during the occurrence involving dangerous goods and the evacuation of persons or closure of public traffic routes (roads/railways) for at least three hours owing to the danger posed by the dangerous goods. If necessary, the competent authority may request further relevant information.

A2.2.2.4. **USAFE Form 61** is the Model for report on occurrences during the carriage of dangerous goods.

Attachment 3

DGA MONITORING REPORT

A3.1. Overview. The DGA Monitoring Report (USAFE Form 63) is required to document CDGA and IDGA surveillance activities. While UDGAs must review every HM/HW movement originating in their unit by using checklists, CDGAs and IDGAs will periodically conduct documented surveillance in organization located within their area of responsibility. Periodic means at least once per year. The CDGA/IDGA may determine additional visits may be required to organizations that showed discrepancies or need additional on-site training. The IDGA will submit a quarterly activity report to the CDGPM using USAFE Form 62. The CDGPM will use the quarterly updates to brief HQ USAFE A4/7 and Commander, United States Air Forces in Europe (USAFE/CC).

A3.2. Processing the DGA Monitoring Reports: The CDGA or IDGA will document findings and recommended corrections in the format listed on USAFE Form 63 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 IDGA. The CDGA or IDGA will sent a courtesy copy of the report to Wing Safety Officer. If the discrepancy is not corrected the CDGA/IDGA will elevate the report to the next higher level for resolution. Reports will be kept on file for five years. These reports are for internal use only and not releasable to host nation surveillance agencies. The CDGA/IDGA will prepare a summary report on a quarterly basis using USAFE Form 62. This second report is releasable to the Host Nation surveillance agency upon request to proof and document the monitoring activities of the responsible Commander and appointed DGA.

Attachment 4

DUTIES BY FUNCTION AND MODE

A4.1. Responsibilities by Function and Mode that can be sanctioned (references: ADR/RID/IMDG/ICAO-TI).

Table A4.1. Responsibilities by Function and Mode.

Function:	**Road**	**Rail**	**Water**	**Air**
Shipper/Consignor:				
Are advance shipping documents sent to carrier, loader of ships or planes? 1.4.2.1.1 ADR/RID	X	X		
Is the movement authorized? 1.4.2.1.1 ADR/RID	X	X		
Are entries in the movement document regarding exemptions?	X	X		
Are the packages, tanks, and transport assets authorized for the movement?	X	X		
Are the proper markings on packages, tanks, and vehicles?	X	X		
Is the Competent Authority notified on Class 7 movements?	X	X		
Is a copy of the proper certification for Class 7 items available?	X	X		
Upon request, are proper documents provided to Government Surveillance/Enforcement Agencies?	X	X		
Are Hazard Placards displayed on empty, uncleaned, unpurged tanks and large receptacles?	X	X		
Are Orange Warning Placards displayed on empty, uncleaned, unpurged tanks and large receptacles?	X	X		
Are uncleaned, unpurged tanks sealed as if they were full?	X	X		
Is a shipping document provided to the carrier?	X	X		
Are competent authority certificates provided to the carrier on class 7 items?	X	X		

Function:	**Road**	**Rail**	**Water**	**Air**
Are copies of container packing certificate, additional information, authorizations provided?	X	X		
Are warning signs for fumigated load compartments displayed?	X	X		
ADR agreements and exemptions	X			
Is the carrier notified on contents of Instructions in Writing? Is Carrier informed (in advance) on the total gross mass of LQ?	X X			
Are Instructions in Writing attached to the movement document? Are environmentally hazardous substance marks displayed on empty,uncleaned.unpurged tanks and large receptacles?		X X		
Are placards,orange colored warning plates and environmentally hazardous substance markings displayed?		X		
Are the regulations for express cargo obeyed?		X		
Are general safety and security regulations complied with?	X	X		
Shipper/Consignor/Carrier and Consignee:				
Are measurements in place and complied with in case radiation limits are exceeded?	X	X		
Is there an investigation on the cause of exceeding radiation limits?	X	X		
Is the Government Competent Authorities notified?	X	X		
Is a routing requested and provided? Are the provisions concerning carriage in packages observed?	X			
Are the proper certificates of competent authorities available?	X			
Is a Security Plan implemented for high risk dangerous goods/hazardous waste?	X	X		

Function:	**Road**	**Rail**	**Water**	**Air**
Is the shipping mode permit available from the competent authority?	X			
Ordering Party of the Shipper/Consignor				
Is the required information for the movement document concerning identification of the item provided?	X	X		
Are Limited Quantities properly identified?	X	X		
Is a Security Plan implemented for high risk HM/HW?	X	X		
Are the routing requirements identified?	X	X		
Ordering Party of the Carrier				
Are delivery requirements/limitations to the airfield communicated?				X
Carrier Representative				
Can the HM/HW be accepted for movement?			X	
Is the load of the packaged HM/HW properly planned?			X	
Representative of the distributor of DG (i.e. supply facilities)				
Is only authorized and properly packed DG released?			X	
Are movement documents provided?			X	
Is the proper overpack used?			X	
Are portable tanks properly filled and sealed?			X	
Are mixed loading (compatibility) regulations complied with?			X	
Are only correctly marked, placarded and identified packages, Intermediate Bulk Containers (IBC), large packaging's and portable tanks released?			X	

Function:	**Road**	**Rail**	**Water**	**Air**
Are the movement documents properly transferred (transport chain)?			X	
Consignor (Person acting on behalf of shipper)				
Is the consignor declaration completed; is the signature legible (applies to loader, carrier, and freight agent)?				X
Are personnel trained to meet International Atomic Energy Agency (IATA) qualification standards?				X
Are security duties identified and security plans implemented?				X
Are access authorizations controlled to sensitive areas?				X
Are passenger sections and military air terminals displaying instructions on which items are prohibited from carrying on planes and in the airport?				X
Are all packaging regulations met?				X
Carrier				
Are the DG authorized for movement?			X	
Is a proper stow plan available for loading DG aboard ships?			X	
Are the HM/HW authorized for movement?	X	X		
Is the date of next inspection still valid? (truck/railcar/tank/IBC, certain packages))	X	X		
Is there a load distribution plan considering total weight permit, axle weight, and structure of chassis?	X	X		
Are there spills, cracks, equipment deficiencies?	X	X		
Are the rail cars properly placarded? Are vehicles equipped with proper Hazards Placards and Warning Signs?	X	X		

Function:	Road	Rail	Water	Air
Are procedures in place to notify the shipper/consignor in case radiation limits are exceeded during movement?	X	X		
Is information provided by the consignor concerning non-compliance to limitations?	X	X		
Is the required routing permit carried on the transport unit	X			
Are tank vehicle regulations complied with? Are Hazard Placards displayed on empty, uncleaned, unpurged tanks and large receptacles	X X			
Do drivers understand the Instructions in Writing?	X			
Are the movement regulations for HM/HW in bulk and tank complied with?	X			
Are the limitations for explosives, organic peroxides and self reactive substances complied with?	X			
Does the driver carry movement documents, special equipment, test, and registration certificates or exemptions and waivers?	X			
Are the drivers properly trained?	X			
Conditions are obeyed for not releasing a portable tanks, 4.2.3.8f	X			
Is the railroad agency correctly notified?		X		
Are instructions in writing available for high frequency movements of DG?		X		
Is information provided to railroad and/or train personnel IAW RID		X		
If safety is jeopardized, do you stop the movement as soon as possible?		X		
Are movement documents and Instructions in Writing carried aboard the vehicle or train?	X	X		

Function:	**Road**	**Rail**	**Water**	**Air**
Does each crew member carry an ID?		X		
Do you compose and provide accident reports to the IDGA and CDGA?	X	X	X	X
Is the tank and vehicle registration still valid?	X	X		
Is the load discrepant? (Load securing, spills, damages, load distribution, etc.)	X	X		
Do you stop movement if an item is found non-compliant to regulations?	X	X		
Are the fire extinguishers serviceable and is the inspection still valid?	X			
Is the tank authorized for the contents?	X			
Do tank vehicles and portable tanks comply with ADR design, marking and identification regulations?	X			
Are out of sequence inspections conducted when the tank was impaired as a result of repair, alteration, or accident?	X			
Is the proper load securing equipment provided to the driver?	X			
Is the miscellaneous equipment described in ADR available and serviceable?	X			
Is the technical design for vehicles described in ADR complied with?	X			
Is the prohibition on smoking, flames and fire complied with?	X			
When required and during parking, are the vehicles shaded from sunlight and all sources of heat, and are they placed in adequately vented areas?	X			
When required, are open or vented vehicles/containers used?	X			

Function:	**Road**	**Rail**	**Water**	**Air**
When closed vehicles/containers are used for items requiring open or vented vehicles/containers, is the closed vehicle/container marked “warning, no ventilation, open with caution”?	X			
Is the routing request processed? (routing is required for all military owned HM/HW)	X			
Is the movement conducted on an approved routing (transportation movement release)?	X			
Are the routing instructions provided to the driver?	X			
For items requiring Host Nation routing permits, is the document properly annotated when the movement is to the next air port or water port?	X			
In case vehicles loaded with DG move on rail, is the reservation confirmation provided to the driver?	X			
Are procedures in place to notify the shipper/consignor in case radiation limits are exceeded during movement?	X	X		
Are procedures in place to analyze the cause of exceeding radiation limits?	X	X		
Are procedures in place to notify competent authorities on incidents where radiation limits are exceeded?	X	X		
Are personnel in charge of movement of high consequence HM/HW properly trained in security and are security plans implemented?	X	X		
Filler				
Are only authorized goods moved?	X	X		
Is the technical condition of the tank checked prior to filling?	X	X		
Are tanks only filled with authorized and compatible goods?	X	X		
Are the tanks properly closing so there are no spills?	X	X		

Function:	**Road**	**Rail**	**Water**	**Air**
Is the inspection date still valid?	X	X		
Is the tank filling degree, the net and gross mass of the tank is complied with?	X	X		
After filling is it ensured the tank closures are hermetically sealed to prevent leakage?	X	X		
Is dangerous residue of the goods filled into the tank removed prior to departure?	X	X		
Is the compatibility ensured if different items are filled into adjoining compartments of tanks (tanks with multiple compartments)	X	X		
Are the regulations for emptying, purging and venting complied with?	X	X		
Are the proper shipping names and HM descriptions provided?	X	X		
Do the portable tanks used comply with ADR regulations?	X	X		
Are the filling regulations for bulk items complied with?	X	X		
Is the driver briefed on the HM/HW?	X			
Are the filling regulations for tanks complied with?	X	X		
Are the hazard placards, markings and warning plates displayed?	X			
Are the Instructions in Writing provided to the driver? Is the driver aware of hazardous identification numbers?	X			
Are the loading regulations complied with?	X			
Is the prohibition on smoking complied with?	X			
Is the prohibition on combustible heaters complied with?	X			
If the driver is the filler, is the driver properly trained?	X			

Function:	**Road**	**Rail**	**Water**	**Air**
Do the vehicle carrying tanks comply with ADR regulations?	X			
Is the movement stopped when the allowed filling degree is exceeded?	X	X		
Are the hazard placards, railcar warning labels, orange warning placards, and other required markings applied?		X		
Are regulations concerning electrostatic discharge obeyed?	X	X		
Are the personnel involved in High Consequence HM/HW trained in security measurements and are security plans implemented?	X	X		
Is an accident/incidents report provided to the UDGA/IDGA in case of a spill during filling?	X	X		
Crew Member				
Is the HM authorized for movement?				X
Are prohibited items carried or on board the aircraft?				X
Is the crew assisting in detecting hidden dangerous goods?				X
Are accidents involving HM/HW immediately reported to the competent authority, and the IDGA/CDGA?				X
Are the crew members trained on security regulations concerning high consequence dangerous goods and are security plans implemented?				X
Other personnel participating in movement operations				
Is the personnel properly trained in security regulations applicable to high consequence dangerous good and are security plans implemented?	X	X	X	X
Are security plans implemented by the ordering party of shippers/consignors, loaders, fillers, carriers, and receivers?	X	X	X	X
Are the training records kept on file for 5 years?	X	X	X	X

Function:	**Road**	**Rail**	**Water**	**Air**
Are personnel properly trained IAW Section 1.3	X	X		
Are training documents IAW Section 1.3.3 kept on file for 5 years?	X	X		
Are personnel properly trained on risk involving fumigation?	X	X		
Are drivers moving loads below the threshold limitation or IAW CH 3.4 and 3.5 briefed IAW 8.3.2 ADR	X	X		
Consignee				
Are the HM/HW received without delay and is the movement checked for compliance with regulations?	X	X		
Are hazard placards and orange warning plates removed?	X	X		
Are regulations concerning fumigated transport assets obeyed? Are the transport assets cleaned, drained, purged, decontaminated, as applicable, after off loading?	X	X		
Is the consignor/shipper informed on radiation exceeding the limits?	X	X		
Is the driver informed on procedures valid for operations at the place of delivery? (route, gate, ID, behavior, safety rules, etc)	X			
Are transport assets properly cleaned prior to returning them to the carrier?	X	X		
Are the prohibitions on smoking, fire, and flames obeyed?	X	X		
Are the compatibility and load securing regulations obeyed?	X	X		
Is the regulation regarding shading from sunlight and all sources of heat, and adequately vented areas complied with?	X			
Are the regulations concerning open or vented vehicles complied with?	X			

Function:	**Road**	**Rail**	**Water**	**Air**
If material requiring movement in open or vented vehicles is moved in closed vehicles are the regulations regarding warning and identification complied with?	X			
Are precautions in place when mixing food stuff and animal feed and HM/HW?	X			
Was a positive inbound clearance provided in response to the routing request?	X			
Are measurements in place to respond to radiation exceeding the limits?	X	X		
Are procedures in place to analyze the cause of radiation exceeding the limits?	X	X		
Are the consignor/shipper, competent authorities, packer, loader, carrier, unloader and the IDGA/CDGA informed when radiation limits are exceeded?	X	X		
Are security plans implemented for high consequence dangerous goods? Are off-loading safety regulations complied with?	X	X		
Driver				
Are damaged packages refused for movement?	X			
Are competent authorities and the IDGA/CDGA notified on incidents and accidents during movement?	X			
Are routing permits complied with?	X			
Are overloads refused for movement?	X			
Is the fill degree and fill temperature (when applicable) complied with?	X			
Is the truck stopped when safety is jeopardized?	X			
Are all closures hermetically sealed?	X			

Function:	**Road**	**Rail**	**Water**	**Air**
Are the vehicle operating procedures complied with?	X			
Are the hazard placards displayed? Are hazard placards displayed on empty, uncleaned, unpurged tanks and large receptacles?	X X			
Are hazard placards removed or covered when empty, drained and purged?	X			
Are the orange warning placards displayed?	X			
Are the orange warning placards removed or covered when empty, drained and purged?	X			
Are the measures contained in the Instructions in Writing applied and understood?	X			
Are the proper documents and equipment aboard the vehicle and are they provided upon request for checking/inspecting by the DGA or official authorities?	X			
Is the ADR driver certificate valid and available?	X			
Are the passenger rules complied with?	X			
Are the proper hand lamps available?	X			
Is the parking brake applied during halts?	X			
Are the vehicle surveillance regulations complied with?	X			
Is dangerous residue removed prior to departure?	X			
Is the driver intoxicated?	X			
Are loading and load securing regulations complied with?	X			
Are off-loading safety regulations complied with?	X			
Are the transport assets cleaned, drained, purged, decontaminated, as applicable, after off-loading?	X			

Function:	**Road**	**Rail**	**Water**	**Air**
Are regulations concerning filling, emptying, and electrostatic discharge complied with?	X			
Are the prohibitions on smoking, fire, and flames obeyed?	X			
Are the precautions concerning food stuff/animal feeds and HM/HW complied with?	X			
During halts, are the regulations regarding shading from sunlight and all sources of heat, and adequately vented areas complied with?	X			
Where required, are open or vented vehicles used, or are the closed vehicles in that case properly marked?	X			
In case of piggy back rail traffic, is the reservation confirmation available?	X			
Airport Operator				
Are passengers made aware of prohibited HM?				X
Is the personnel involved in moving HM properly trained in security regulations and are security plans implemented?				X
Are measurements in place (infrastructure, controls, ID) to enhance security in areas where HM is handled?				X
Are accidents involving dangerous goods reported to the competent authority and the IDGA/CDGA?				X
Are approved waivers by authorized CAs in place when deviating from ICAO-TI/IATA-DGR?				X
Are shipper responsibilities complied with when entering HM into public air space, or when moving HM by truck to final destination?				X
Are the shipper’s declarations correct and complete?				X

Function:	**Road**	**Rail**	**Water**	**Air**
Do the HM comply with IATA-DGR(civilian)/AFMAN 24-204 (military), *Preparing Hazardous Materials for Military Air Shipments* and are goods not regulated by these regulations offered separately (not mixed)?				X
Is unitized HM properly prepared, packed and marked IAW IATA-DGR/AFMAN 24-204, as appropriate?				X
Are personnel concerned with DG movement trained according to the requirements listed in IATA-DGR and AFMAN 24-204?				X
Are measures in place to deal with leaking, damaged DG of infectious or radioactive material?				X
Are the compatibility regulations complied with and are additional foreign nation requirements obeyed, where applicable (i.e. for Civil Reserve Fleet (CRAF) aircraft)?				X
Vehicle Owner				
Are the fire-extinguisher frequently inspected?	X			
Are the vehicles equipped with the proper warning placards?	X			
Is the strength of the tank skins compliant with ADR regulations?	X			
Are vehicles and receptacle compliant to ADR regulations relating to equipment, design, and identification?	X			
Are out of cycle ADR inspection done on vehicles involved in accidents or after repair?	X			
Is load securing equipment available?	X			
Is the miscellaneous equipment listed in ADR available?	X			
Pilot in Command				
Are all necessary documents on board the aircraft?				X

Function:	**Road**	**Rail**	**Water**	**Air**
Does the pilot know the location of HM on board? (table 2.3A IATA-DGR)				X
Is written notification (signed by the loadmaster) provided concerning DG loaded on board the aircraft?				X
Is the pilot familiar with the emergency response procedures for the DG loaded on the aircraft?				X
Is the plane and load compliant to safety rules?				X
Are competent authorities notified immediately about incidents/accidents involving DG?				X
Loader				
Are only authorized HM/HW released to the carrier?	X	X		
Are the DG packages only released when undamaged? Are provisions concerning carriage in packages observed?	X	X		
Are light packages properly sealed and secured? Are partially discharged packages moved in compliance with HM regulations?	X	X		
Are empty and uncleaned packages moved in compliance with DG regulations?	X	X		
Are empty and uncleaned packages and tanks properly marked? Are authorized numbers of packages according to section 3.5.5, ADR/RID/ADNR/AND not exceeded?	X	X		
Are placards and labels applied properly? Are marking requirements IAW sections 3.4.10. -3.4,12. ADR/RID observed?	X	X		
Are containers serviceable and authorized for movement?	X	X		
Are warning signs displayed on fumigated containers or tanks?	X	X		

Function:	**Road**	**Rail**	**Water**	**Air**
Is the driver briefed on the HM/HW transported?	X			
Are the Instructions in Writing provided to the driver?	X			
Is the vehicle compliant to ADR regulations?	X			
Are the loading and handling regulations observed?	X	X		
Is the loader 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
Are the packages approved for the movement mode?	X	X	X	X
Is the prohibition on smoking, fire and flames obeyed?	X	X	X	X
During loading, are the regulations regarding shading from sunlight and all sources of heat, and adequately vented areas complied with?	X			
If applicable, are the regulations regarding venting observed?	X	X		
Are the precautions regarding mixing DG, food or animal feeds observed?	X	X		
Is the loading personnel properly trained on security measures when handling high consequence dangerous goods and is a security plan implemented?	X	X		
Is the routing checked and available (Transportation Movement Release (TMR) number)?	X			
Packer				
Are the regulations regarding limited and excepted quantities obeyed?	X	X		
Are the regulations concerning sealing and closures of HM packages complied with? Are packages consolidated in overpacks properly secured to prevent any movement during carriage?	X	X	X	X

Function:	Road	Rail	Water	Air
Are the mixed packaging rules observed? Are marking and labeling requirements concerning carriage in a transport chain including maritime or air carriage complied with?	X X	X X	X	X
Are overpacks properly labeled and marked? Are packages properly marked and labeled?	X X	X X	X X	X X
Commander				
Is a DGA trained and appointed?	X	X	X	X
Are the duties of the DGA clearly described conforming to the DGA ordinance?	X	X	X	X
Are directions of Host Nation Surveillance Agencies complied with?	X	X	X	X
Is the annual report completed and submitted to the Command DGA NLT 15 January each year?	X	X	X	X
Are monitoring activities properly documented and reported by the IDGA?	X	X	X	X
Is ensured accident reports are composed and submitted to the CDGA in a timely manner?	X	X	X	X
Is the annual report, accident report, and records on trained/appointed personnel kept on file for five years and are these documents available for Host Nation Surveillance?	X	X	X	X
Is appointed personnel and other responsible personnel properly trained?	X	X	X	X
Is sufficient budget made available to keep the Base DGA program current?	X	X	X	X
Is the DGA informed and consulted on planned HM/HW movement activities?	X	X	X	X

Function:	**Road**	**Rail**	**Water**	**Air**
Is the DGA permitted access to information relating to HM/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				
Are regulations and operating instructions published to ensure HM/HW movement rules are complied with?	X	X	X	X
Does the DGA maintain records on monitoring activities including date, time, name of the person and processes monitored?	X	X	X	X
Is the DGA composing and submitting the accident report in accordance with USAFE I 23-104?	X	X	X	X
Are records on monitoring activities, training, and reports kept for five years?	X	X	X	X
Is the DGA frequently monitoring units involved in HM/HW movement?	X	X	X	X
Is the DGA providing consultation conforming to HM/HW movement rules on planned HM/HW movement programs?	X	X	X	X
Are the IDGA and UDGAs composing the annual report by 15 Dec each year for review by the Commander?	X	X	X	X
Is the DGA developing procedures that ensure compliance with HM/HW movement provisions?	X	X	X	X
Is the DGA consulting to the Commander on equipment and vehicle procurement to ensure technical provisions required by DG regulations are met?	X	X	X	X
Are procedures in place to ensure equipment used for loading/off-loading vehicles comply with HM regulations?	X	X	X	X

Function:	**Road**	**Rail**	**Water**	**Air**
Is the DGA checking on training of personnel involved in HM/HW movements ensuring quality of training meets HM regulations, and only trained personnel are appointed to execute self-responsible duties in conjunction with HM/HW movements; are training and appointments contained in the Personnel Information File?	X	X	X	X
Is the DGA ensuring proper emergency response procedures are in place to deal with accidents, incidents involving HM/HW?	X	X	X	X
Is the DGA analyzing procedures and accidents/incidents to identify deficiencies and corrective measures?	X	X	X	X
Is the DGA monitoring the implementation of corrective measures?	X	X	X	X
Is the DGA reviewing status of third party organizations executing duties in conjunction with HM/HW movements?	X	X	X	X
Is the DGA monitoring the quality of third party organizations ensuring Command DG program standards are met?	X	X	X	X
Is the DGA reviewing unit OIs for compliance with HM/HW movement rules?	X	X	X	X
Is the DGA ensuring the risk involved in moving and handling HM/HW is communicated to all personnel involved, and is this information visualized in the appropriate work area?	X	X	X	X
Is the DGA periodically reviewing the required documentation to ensure it is correctly composed and provided to the appropriate functions?	X	X	X	X
Is the DGA reviewing the safety related equipment that needs to be carried on board the transport assets (serviceability, completeness, etc.)?	X	X	X	X
Are procedures in places to ensure compliance with loading and off-loading safety regulations?	X	X	X	X
UNLOADER:				

Function:	**Road**	**Rail**	**Water**	**Air**
Is the load protected from exposure to sun, external heat sources, and is the off-loading area sufficiently vented	X	X		
Is the non-smoking rule, prohibition of open fire rule, obeyed?	X	X		
Are all safety rules applicable to off-loading and handling of HM/HW complied with?	X	X		
Are the correct shipments off-loaded?	X	X		
Is hazardous residue removed and cleaned up?	X	X		
Are all closing devices properly secured?	X	X		
Are hazard placards and warning plates removed if completely off-loaded, or adjusted, if partially off-loaded?	X	X		
Are fire fighting instructions complied with and is firefighting equipment available?	X	X		
Are instructions in place to report accidents/incidents to the UDGA/IDGA?	X	X		

Attachment 5

TRAINING REQUIREMENTS

A5.1. General: The following table identifies the training requirements under the CDGP. Personnel involved in processes containing HM/HW must be trained prior assuming duties for executing these processes. If training was not completed, personnel will only work under the direct supervision of a trained person. Functions requiring a training certificate are identified herein.

Table A5.1. List of Training Courses.

Type Training	Course No	Subcategory
IDGA/UDGA	DG XXXX-01[5]	IDGA (modular - contact CDGPM for specifics)
	DG XXXX-02	UDGA (between 3 and 7 days)
Command Dangerous Goods Workshop (annual)	DG XXXX-15	CDGA/IDGA/ Certifier/TE (3 days)
ADR driver	DG XXXX-03	Basic (2.5 Days)[1]
	DG XXXX-04	Tank (1 day)
	DG XXXX-05	Ammo (1 day)
	DG XXXX-06	Class 7 (1 day)
ADR driver refresher	DG XXXX-03A	2.5 days
ADR/RID Certifier	DG XXXX-07	Complete (7 days)
	DG XXXX-07 A (HC); replace HCwith type hazard classes required	Partial. Specify: [2] (min. 3 days)
IMDG Certifier	DG XXXX-08	Complete (1 day of course 07 is completed, otherwise 7days)
		Partial. Specify: [2]
AFMAN 24-204 IP	See AFJMAN 24-204 IP, Attachment 25 for course No	none
ICAO-TI/IATA-DGR	DG XXXX-09 (contracted course)	Category [6]
		Specify: [3]
Technical Expert Hazardous/Clinical Waste	DG XXXX-10A	ADR (3 days)
	DG XXXX-10B	IMDG (3 days)
		Downstream User
ADR/RID/IMDG	DG XXXX-11	Complete (9 days)
Technical Specialist ADR, RID, or IMDG	DG XXXX 14	Tailored to unit need
Hazardous Material Management (Globally Harmonized System/CLP); CDGAs, IDGAs, HAZMART, CEANs	DG XXXX-12	2 - 5 days
Load Securing [4]	DG XXXX-13	2 days

[1] the basic course is always required; [2] i.e. hazard class 3 and 9; or hazard class 1, 2, 4.1,6.1, 8 and 9; [3] specify category: i.e. Cat 1; 2; 6; [4] Can be requested in conjunction with ADR driver basic tng module; [5] the XXXX will be replaced by the calendar year; [6]as of 1 July 2011 DGAs appointed for the mode air must accomplish cat 6 IATA DGR training.

A5.2. Training of participants: Persons assigned to functions listed in part 2 of this instruction shall receive training in the requirements governing the proper identification, documentation,

preparation including packaging and safe movement appropriate to their responsibilities and duties. Training requirements specific to security of HM/HW identified in this instruction shall also be addressed.

A5.3. DGA Initial Training, DG XXXX 01[2] and 02[3]

A5.3.1. **Basic Requirement.** Command or Installation DGA personnel must have accomplished qualifications as a Senior Transportation Specialist, or qualification as engineer related to a logistics field, i.e. automotive engineer, transportation engineer, or technical engineer in logistics. The DGA expertise enables evaluation and determination of compliance with all safety aspects related to movement of HM/HW by USAFE units. W/o these prerequisites the attendance of the IDGA/CDGA course does not qualify the appointment as IDGA or CDGA. UDGAs require qualification related to the Air Force Skill Code required to execute the unit mission. UDGA training will be tailored to the unit mission and inventory. CDGAs/IDGAs must accomplish additional hazmat training related to Occupational Health and Safety and environmental protection as listed in A5.9. To achieve the DGA training certificate the applicant must proof the following knowledge:

A5.3.1.1. US regulations covering the legal basis of HM/HW movements of US Forces in Europe and specific to the country of the U.S. base/mission.

A5.3.1.2. U.S. military movement control of HM/HW movement.

A5.3.1.3. DoD and EUCOM regulations.

A5.3.1.4. Joint USAREUR/USAFE regulations.

A5.3.1.5. USAFE regulations and USAFE supplements.

A5.3.1.6. NATO standards for movement control and border crossing.

A5.3.1.7. Duties listed in this regulation.

A5.3.1.8. Accidents.

A5.3.1.8.1. Knowledge of accident consequences in conjunction with movement of HM/HW.

A5.3.1.8.2. Knowledge of the most common causes of accidents.

A5.3.1.9. Public Traffic. 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, movement preparation, storage, and disposal:

A5.3.1.10. Classification of HM/HW:

A5.3.1.11. Procedures for classification of solvents and mixtures.

A5.3.1.12. Structure of the HM listing.

A5.3.1.13. Characteristics of HM/HW.

A5.3.1.14. Hazard classes IAW CLP and classification criteria.

[2] Complete course
[3] Tailored to the unit inventory

A5.3.1.15. Physical, chemical, and toxic characteristics of items.

A5.3.1.16. General packaging regulations specific to the main movement mode and in accordance with DoD regulations:

A5.3.1.17. Packaging types, packaging codes, and markings.

A5.3.1.18. Packaging requirements and regulations for testing of packages.

A5.3.1.19. Packaging condition and inspection criteria.

A5.3.1.20. Marking and hazard labels/placards specific to the main movement mode regulation and in accordance with DoD provisions:

A5.3.1.21. Annotations on hazard labels/placards.

A5.3.1.22. Affixing and removing hazard labels/placards.

A5.3.1.23. Marking, labeling, placarding regulations.

A5.3.1.24. Movement document: movement mode specific and in accordance with DoD regulations:

A5.3.1.24.1. Movement document entries.

A5.3.1.24.2. Conformity declaration of the shipper/consignor.

A5.3.1.25. Type of movement:

A5.3.1.25.1. Complete load: truck load/car load.

A5.3.1.25.2. Movement in bulk.

A5.3.1.25.3. Movement in container.

A5.3.1.25.4. Movement in fixed tanks, demountable or portable tanks (road).

A5.3.1.25.5. Movement in tank cars (rail).

A5.3.1.25.6. Movement on vessels.

A5.3.1.25.7. Movement on planes.

A5.3.1.25.8. Movement of passengers (PAX):

A5.3.1.25.9. Movement of DG in luggage (rail, bus, air).

A5.3.1.25.10. PAX counseling requirements.

A5.3.1.25.11. Visualization in PAX terminals and travel offices.

A5.3.1.26. Compatibility requirements.

A5.3.1.27. Segregation rules.

A5.3.1.28. Limited and Exempted Quantities.

A5.3.1.29. Handling and load securing:

A5.3.1.29.1. Loading and off-loading (load factor).

A5.3.1.29.2. Stowing and segregation planning.

A5.3.1.30. Cleaning, venting prior loading and after off-loading.

A5.3.1.31. Training requirements for drivers, certifiers, Unit DGAs.

A5.3.1.32. Clearance procedures:

A5.3.1.33. High consequence HM/HW requiring individual permit.

A5.3.1.34. General procedures for clearing military cargo.

A5.3.1.35. Arms Control/War Weapon Control/International Traffic in Arms Regulation

A5.3.1.36. Reporting:

A5.3.1.36.1. Accident/Incident Reporting.

A5.3.1.36.2. Annual Reports.

A5.3.1.36.3. Activity/Monitoring Reports.

A5.3.1.36.4. Statistics:

A5.3.1.36.4.1. Listing of trained and appointed personnel (DGAs, certifiers, drivers).

A5.3.1.36.4.2. Listing of HM/HW approved and registered vehicles/tanks.

A5.3.1.36.4.3. Listing of qualified appointed vehicle/tank registration/inspection experts.

A5.3.1.37. Waivers and Multi-lateral Agreements:

A5.3.1.37.1. General waivers and Multi-lateral Agreements.

A5.3.1.37.2. DoD and DOT waivers: applicability and European certification requirements.

A5.3.1.37.3. Exemption and waiver process.

A5.3.1.38. Emergency Response Procedures and Investigations.

A5.3.1.39. Globally Harmonized System and Classification, Labeling, and Packing

A5.3.1.40. Registration, Authorization, Evaluation, and Restriction of Chemicals

A5.3.1.41. Safety Data Sheets

A5.3.1.42. Hazardous Waste/Clinical Waste

A5.3.1.43. Identification

A5.3.1.44. Transboundary movements/deployment

A5.3.1.45. DGA monitoring and inspection techniques

A5.3.1.46. DGA trainer skills

A5.3.1.47. USAF Communication

A5.3.2. **Additional Training Requirements:** Depending on planned appointment one or more specific training requirements listed for certifiers below.

A5.4. ADR driver training, DG XXXX 03 through 06;

A5.4.1. **General.** Drivers assigned to USAFE units carrying loads exceeding the threshold limits identified in ADR 1.1.3.6 must carry an ADR driver training certificate issued by, or recognized by the USAFE CDGP. Recognized certificates start with the serial number 99 followed be the following three digit 500 series serial numbers: 502 through 506 for USAREUR training sources and 510 for the USAFE training source. Drivers in the possession of ADR driver training certificates issued by other sources, must receive additional training to cover A5.3.2.1 and A5.3.2.17. Drivers of USAFE military vehicles must be familiar with military regulations on hazardous material or hazardous waste transport movement release requirements, military road network clearances, surveillance, signature service, or armed escorting described by US military regulations. In case an ADR driver certificate is not required at least a safety training covering the emergency response activities listed on the Instructions in Writing must be documented. The safety training must be kept on file IAW documentation instructions contained in this instruction. Drivers scheduled for ADR driver training must achieve the module DG XXXX 03, Basic, before allowed to any of the specific modules. Each training unit consists of at least 45 minutes. Each training element described below closes with a written test which must be passed. Test material is controlled by the USAFE CDGP Engineering Office. The ADR driver training certificate is valid for five years. To stay proficient the driver must attend annual refresher training provided by the IDGA. The refresher training must be documented and serves also as the annual safety refresher training for drivers carrying hazardous material assigned to USAFE units.

A5.4.2. **Basic ADR driver training, DG XXXX 03.** The minimum duration of the theoretical element of the basic course are 18 teaching units IAW ADR and at least 2 teaching units for the additional US military vehicle program requirements referred to in **A5.3.1.1** and **A5.3.1.17**. In addition to the theoretical training unit the individual practical exercises shall take place in connection with the theoretical training, and shall at least cover first aid, fire-fighting and what to do in case of an incident or accident. If the trainees are not familiar with proper load securing of packages, the ADR driver training may be withheld, until the individual can provide a training certificate on proper load securing. The training certificate on load securing is not required, if load securing is part of the AF skill code training.

A5.4.2.1. EUCOM Movement Control System

A5.4.2.2. General requirements governing the carriage of dangerous goods;

A5.4.2.3. Main types of hazard;

A5.4.2.4. Information on environmental protection in the control of the transfer of wastes;

A5.4.2.5. Preventive and safety measures appropriate to the various types of hazard;

A5.4.2.6. What to do after an accident (first aid, road safety, basic knowledge about the use of protective equipment, etc.);

A5.4.2.7. Marking, labeling, placarding and orange-colored plate marking;

A5.4.2.8. What a driver should and should not do during the carriage of dangerous goods;

A5.4.2.9. Purpose and the method of operation of technical equipment on vehicles;

A5.4.2.10. Prohibitions on mixed loading in the same vehicle or container;

A5.4.2.11. Precautions to be taken during loading and unloading of dangerous goods;

A5.4.2.12. General information concerning civil liability;

A5.4.2.13. Information on multimodal transport operations;

A5.4.2.14. Handling and stowage of packages;

A5.4.2.15. Instructions on behavior in tunnels (prevention and safety, action in the event of fire or other emergencies, etc.).

A5.4.2.16. Security Awareness

A5.4.2.17. Surveillance and security requirements IAW DTR Vol II Ch 205

A5.4.3. **Tank ADR Driver Training, DG XXXX 04.** The minimum duration of the theoretical element of the tank course is 12 teaching units IAW ADR. In addition to the theoretical training unit the individual practical exercises shall take place in connection with the theoretical training, and shall at least cover first aid, fire-fighting and what to do in case of an incident or accident. Special subjects to be covered by the specialization course for carriage in tanks shall be, at least:

A5.4.3.1. Behavior of vehicles on the road, including movements of the load;

A5.4.3.2. Specific requirements of the vehicles;

A5.4.3.3. General theoretical knowledge of the various and different filling and discharge systems;

A5.4.3.4. Specific additional provisions applicable to the use of those vehicles (certificates of approval, approval marking, placarding and orange-colored plate marking, etc.).

A5.4.4. **Ammunition and Explosives ADR Driver Training, DG XXXX 05.** The minimum duration of the theoretical element of the ammunition and explosives course are 12 teaching units IAW ADR. Special subjects to be covered by the specialization course for the carriage of substances and articles of Class 1 shall be, at least:

A5.4.4.1. Specific hazards related to explosive and pyrotechnical substances and articles;

A5.4.4.2. Specific requirements concerning mixed loading of substances and articles of Class 1.

A5.4.5. **Radioactive Material ADR Driver Training, DG XXXX 06.** The minimum duration of the theoretical element of the radioactive material course are 12 teaching units IAW ADR.

A5.4.5.1. Specific hazards related to ionizing radiation;

A5.4.5.2. Specific requirements concerning packing, handling, mixed loading and stowage of radioactive material;

A5.4.5.3. Special measures to be taken in the event of an accident involving radioactive material.

A5.4.6. **ADR driver refresher training, DG XXXX 03A.** Refresher training undertaken at regular intervals serves the purpose of bringing the driver's knowledge up to date; it shall cover new technical, legal and substance-related developments. Refresher training shall have been completed before the period referred to in A5.3.1 has expired. The duration of refresher training including individual practical exercises shall be of at least two days for comprehensive training courses, or at least one half duration allocated to the corresponding initial basic or initial specialization training courses as specified above for the individual course elements.

A5.5. ADR/RID certifier. The personnel determining conformance of HM/HW to the ADR or RID regulation must be trained and appointed as ADR/RID certifiers. The training is valid for five years provided the incumbent of the certificate attends the annual refresher training conducted by the IDGA/Garrison DGA(GDGA) or CDGA. In conjunction with the training in A5.2 the certifier can also be appointed as DGA for the HM/HW movement by road/rail.

A5.5.1. **ADR/RID certifier initial, DG XXXX 07.**

A5.5.1.1. All subjects listed in A5.2

A5.5.1.2. Proper classification IAW ADR/RID

A5.5.1.3. Proper packaging IAW ADR/RID

A5.5.1.4. Authorized and forbidden HM/HW; general exemptions

A5.5.1.5. Vehicle requirements; certification, drivers, loading, placarding, labeling

A5.5.1.6. Proper documentation IAW ADR/RID

A5.5.1.7. Certifier test

A5.5.2. **ADR/RID certifier refresher, DG XXXX 07A Refresher.** A person still in possession of a valid certifier training certificate may just take the certifier test. If the test is passed the ADR/RID certifier certificate will be extended for five years. After approving the extension the individual must stay current by attending the annual refresher coursed conducted by the IDGA, Garrison DGA (GDGA) or CDGA. If the initial certifier certificate has expired, the incumbent must repeat the initial course.

A5.6. IMDG Certifier, DG XXXX 08. Personnel determining conformance of HM/HW to the IMDG must be trained and appointed as IMDG certifiers. The training is valid for five years provided the incumbent of the certificate attends the annual refresher training conducted by the IDGA/GDGA or CDGA. In conjunction with the training in A5.2 the certifier can also be appointed as DGA for the HM/HW movement by sea.

A5.6.1. All subjects listed in **A5.2**

A5.6.2. Proper classification IAW IMDG

A5.6.3. Proper packaging IAW IMDG

A5.6.4. Authorized and forbidden HM/HW; general exemptions

A5.6.5. Segregation and compatibility; container and vehicle loads IAW IMDG

A5.6.6. Proper documentation IAW IMDG

A5.6.7. Certifier test

A5.7. Certifier for HM by commercial air; IATA-DGR, DG XXXX 09 (contracted course), compliant for personnel category 1, certification and packaging of HM for commercial air. The student must pass a test to achieve the certificate.

A5.7.1. **DGAs**: in addition to the requirements listed in 5.2, for DGA appointments for monitoring HM/HW by commercial means after 30 Jun 2011 the incumbent must complete the training for personnel category 6. Recertification is required every two years. The student must pass a test to achieve the certificate.

A5.8. Technical Expert Training : Technical expert (TE) training is required when units identify and/or prepare HM/HW for a movement process. Personnel trained as TE are not authorized to certify and therefore cannot be appointed as certifiers. The TE training is recommended for units which execute shipper and packer duties and no other duties of the participants listed in this regulation.

A5.8.1. Technical Expert (TE) IAW ADR, DG XXXX 10; this course is focused on personnel with shipper duties IAW ADR. The training is based on the unit inventory and teaches the tools and techniques on how to identify the unit's hazardous material or hazardous waste IAW the ADR and how to select the proper packing and identification markings.

A5.8.1.1. Structure of ADR

A5.8.1.2. Identification of HM/HW IAW Part 2 and Part 3 of ADR

A5.8.1.3. Material Safety Data Sheet (US) and Safety Data Sheet (Europe) requirements

A5.8.1.4. Documentation requirements

A5.8.1.5. Accident/Incident Reporting

A5.8.1.6. Identification and selection of proper packing

A5.8.2. **Technical Expert IAW IMDG, DG XXXX 10A**; this course is focused on personnel with shipper duties. The training is based on the unit inventory and teaches the tools and techniques on how to identify the unit's hazardous material or hazardous waste IAW the IMDG.

A5.8.2.1. Structure of IMDG

A5.8.2.2. Identification of HM/HW IAW Part 2 and Part 3 of IMDG

A5.8.2.3. Material Safety Data Sheet (US) and Safety Data Sheet (Europe) requirements

A5.8.2.4. Documentation requirements

A5.8.2.5. Accident/Incident Reporting

A5.8.2.6. Identification and selection of proper packaging

A5.9. ADR/RID/IMDG Certifier, DG XXXX 11; consists of either the course listed in **A5.4** or **A5.5**. If the course listed in A5.4 is the basis, one additional day of training will be provided to show the differences, and one additional day of hands on cases to improve proficiency. If the course listed in **A5.5** is basis the same applies in reverse by teaching the differences using **A5.4**.

A5.10. Hazardous Material Management (GHS/CLP) and ESOH risk management, DG XXXX 12; CDGAs and IDGAs require additional knowledge regarding the impact of hazardous

material to determine proper identification and minimization of risk. This knowledge is overlapping with other DOD functional areas like Safety, Occupational Health, and Environmental Protection. The CDGAs/IDGAs must be able to conduct proper classifications of HM and HW. Classification of US products may differ to classifications in Europe for the same product until the US system has implemented the GHS. For items procured in the US the CDGA and IDGA will assist the units consuming HM to identify the waste IAW the European GHS. This ensures the HW can be moved properly identified and packaged to the disposal site. Further the proper identification includes labeling IAW European Hazard Communication requirements to meet OSHA requirements for all possible personnel exposed to the HM/HW during movement or during accidents/incidents.

A5.10.1. DOD regulations

A5.10.1.1. DODI 6050.5, *DOD Hazard Communication Program*

A5.10.1.2. AFI 32-7082, *Hazardous Materials Management*

A5.10.1.3. DOD 4715.05, *Overseas Environmental Baseline Guidance Document*

A5.10.2. European Regulations

A5.10.2.1. European Regulation on Classification, Labeling and Packaging CLP;

A5.10.2.2. MIL STD 129 requirements and CLP requirements

A5.10.2.3. Translation of US MSDS information into European SDS information

A5.10.2.4. Marking requirements for material identified as hazardous but not regulated hazardous for movement.

A5.10.2.5. Host Nation Enforcement

A5.10.3. Registration, Evaluation, Authorization and Restriction of Chemicals (REACH)

A5.10.3.1. SDS Format

A5.10.3.2. Actions to identify inventory related to candidate list

A5.10.3.3. REACH implementation in European countries for military organizations and how to react.

A5.10.3.4. Host Nation Enforcement and Clearance requirements

A5.10.4. Organization for Economic Cooperation and Development, border crossing requirements for HW.

A5.10.4.1. Identification in inventory

A5.10.4.2. Deployment requirements

A5.10.4.3. Notification and approval process

A5.10.5. Reduction of Hazardous Substances

A5.10.6. Limitation and elimination of Ozone Depleting Substances

A5.11. Load Securing, DG XXXX 13; cargo must be properly secured during movement. This course provides information and techniques how to determine proper load securing for trucks, containers, and railcars.

A5.11.1. Basic requirements

A5.11.2. Military load drawings, i.e. MILSTD 1386 series;

A5.11.3. European/US best practices on load securing

A5.11.4. Determining friction forces and proper tie down

A5.11.5. Determining proper blocking and bracing

A5.11.6. Determining proper load distribution

A5.11.7. Determining axle weight

A5.11.8. Determining load classes for railcars and military load classes

A5.12. Technical Specialist Training, DG XXXX 14; this training is required for personnel certifying HM/HW for deployment of their unit inventory by truck, rail, or sea. Additionally this training is required for personnel certifying movement of HM/HW as part of their daily duties, i.e. civil engineering crews when moving to their place of work over public highways carrying HM.

A5.12.1. Subjects identified in A5.4 and A5.5 apply. The course tailored to the unit inventory and mission. Duration is adjusted accordingly. The student must pass an open book test to achieve the certificate.

A5.13. Annual Refresher Training, DG XXXX 15; CDGPM/CDGA organized training regarding changes planned for the following year. The training is mandatory for all IDGAs and is funded by the USAFE CDGP.

Attachment 6

SECURITY PLAN REQUIREMENT

Table A6.1. NPRM LIST

NPRM LIST

Class	Current threshold	Proposed threshold	Change
1.1	Any quantity	Any quantity	None.
1.2	Any quantity	Any quantity	None.
1.3	Any quantity	Any quantity	None.
1.4	A quantity requiring placarding	Any quantity of UN 0104, 0237, 0255, 0267, 0289, 0361, 0365, 0366, 0440, 0441, 0455, 0456, 0500.	Security plan required only for detonators and shaped charges.
1.5	A quantity requiring placarding	Any quantity	Security plan required for all shipments.
1.6	A quantity requiring placarding	Not subject	Security plan not required for any Division 1.6 shipments.
2.1	A quantity requiring placarding	>3,000 L in a single packaging	Security plan not required for 3,000 L (793 gallons) or less.
2.2	A quantity requiring placarding	Not subject except for oxygen and gases with a subsidiary 5.1 hazard (<3,000 L (793 gallons) in a single packaging).	Security plan not required for most non-flammable, non-poisonous compressed gas shipments.
2.3	Any quantity	Any quantity	None.
3	A quantity requiring placarding	>3,000 L (793 gallons) in a single packaging and any quantity of Class 3 desensitized explosives.	Security plan not required for 3,000 L (793 gallons) or less except for desensitized explosives.
4.1	A quantity requiring placarding	Any quantity desensitized explosives	Security plan not required except for desensitized explosives.
4.2	A quantity requiring placarding	PG I and II only in quantities >3,000 kg in a single packaging.	Security plan not required for PG III materials.
4.3	Any quantity	Any quantity	None.
5.1	A quantity requiring placarding	PG I and II liquids, perchlorates, ammonium nitrate (including fertilizers) in quantities >3,000 L (793 gallons) in a single packaging.	Security plan not required for PG III liquids or unlisted solids.
5.2	Any quantity of Organic peroxide, Type B, liquid or solid, temperature controlled.	Any quantity of Organic peroxide, Type B, liquid or solid, temperature controlled.	None.
6.1	A quantity requiring placarding; any quantity of PIH material.	Any quantity of PG I; >3,000 L (793 gallons) for PG II and III.	Security plan not required for 3,000 L (793 gallons) or less of PG II and III.
6.2	Select agents	Select agents	None.
7	Shipments requiring Yellow III label; highway route controlled quantity.	For radionuclides covered by the IAEA Code of Conduct, Category 1 and Category 2 sources per package; for all other radionuclides, 3000 A2 per package.	Security plan only required for Class 7 materials that pose transportation security risk.
8	A quantity requiring placarding	PG I only in quantities >3,000 L (793 gallons) in a single packaging.	Security plan not required for PG II and III materials.
9	Capacity >3,500 gallons for liquid/gas; volumetric capacity >468 cubic feet for solids.	Not subject	Security plan not required for Class 9 materials.

Attachment 7

ADR VEHICLE AND TANK VEHICLE INSPECTION AND CERTIFICATION

Figure A7.1. VEHICLE INSPECTION CHECKLIST – PRE-REQUISITE FOR THE ADR INSPECTION, USAFE Form 69 Sample (Front).

VEHICLE INSPECTION CHECKLIST – PRE-REQUISITE FOR THE ADR INSPECTION

Article I. Customer: MSUP	**Article II.** Inspection certificate No.:
Article III. Vehicle manufacturer:	**Article IV.** Vehicle-Type: M1-0POD
Article V. Chassis no.:	**Article VI.** Registration No.: 05K317
Article VII. Mileage:	

Inspections	OK	Not OK	Inspections	OK	Not OK	Inspections	OK	Not OK
Frame, basic parts	☑	☐	Steering	☑	☐	Brake cylinder	☐	☐
a) Lateral under ride guard	☑	☐	Steering gear	☑	☐	Brake drums / disks	☐	☐
Rear under ride guard	☑	☐	Steering joints / disks	☑	☐	Brake linings / pads	☐	☐
Front axle / axle housing	☑	☐	Steering boogie	☑	☐	Brake cams / shafts	☐	☐
Front axle, axle tie rod	☑	☐	Steering pitman arm	☑	☐	Coupling halfs	☐	☐
Front axle, axle springs	☑	☐	Steering linkage / rope	☑	☐	ALB Plate	☐	☐
Front axle, stabilizer bar	☑	☐	Steering assistance	☑	☐	Brake booster / valves	☐	☐
Front axle, shock absorber	☑	☐	Auxiliary steering	☑	☐	Air reservoir	☐	☐
Front axle, wheel bearing	☑	☐	Steering damper	☑	☐	Test connections	☐	☐
Rear axle, axle housing	☑	☐	Wheels	☑	☐	Antilock device	☐	☐
Rear axle, axle suspension	☑	☐	Exhaust system	☑	☐	Brake system - Function test		
Rear axle, axle leaf springs	☑	☐	Brake system - Visual inspection			Service brake	☐	☐
Rear axle, stabilizer bar	☑	☐	Service brake actuating device	☑	☐	Emergency brake system	☐	☐
Rear axle, shock absorber	☑	☐	Parking brake actuating device	☑	☐	Parking brake system	☐	☐
Rear axle, wheel bearing	☑	☐	Brake control cable	☑	☐	Release valve at the trailer	☐	☐
Engine / Drive (Clutch, shifting)	☑	☐	Brake linkage / brake joints	☑	☐	Brake power testing	☐	☐
Trailer coupling / fifth wheel	☑	☐	Brake camshaft	☑	☐	Service brake – front	☐	☐
Towing device	☑	☐	Brake pipes	☑	☐	Service brake – rear	☐	☐
Vehicle body	☑	☐	Brake hoses	☑	☐			

Brake Values

Axle	Brake pressure	Brake force	Average retardation	Braking retardation
1	bar	daN	m/s^2	
2	bar	daN	m/s^2	
3	bar	daN	m/s^2	
4	bar	daN	m/s^2	
Test weight:		kg		

Inspection Date: 26 Mar 2012

Date for the next safety inspection: 26 Mar 2013

Stamp, signature of authorized vehicle inspector

Click to sign

Remarks:
Fire Extinguisher Missing

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A7.1. The unit must conduct the inspection listed on the front page of this form prior to presenting the vehicle to the Competent Authority for conducting the ADR inspection shown on page 2 of this form.

Figure A7.2. VEHICLE INSPECTION CHECKLIST – PRE-REQUISITE FOR THE ADR INSPECTION, USAFE Form 69 Sample (Back).

Specific ADR requirements								
Inspections	OK	Not OK	Inspections	OK	Not OK	Inspections	OK	Not OK
Rear protection (Tank vehicle)	☑	☐	Permanently energized circuits	☑	☐	Fire extinguishing equipment		
Prevention of heating / ignition			Electrical circuits behind cab.	☑	☐	Numbers	☑	☐
Engine	☑	☐	Electrical system	☑	☐	Weather protection	☑	☐
Exhaust System	☑	☐	Coupling devices of trailers	☑	☐	Fitted with a seal	☑	☐
Fuel tank	☑	☐	Tank			Date of the next inspection	☑	☐
Endurance brake, thermal shield	☑	☐	Tank examination certificate	☑	☐	Orange warning plates	☑	☐
Combustion heaters	☑	☐	Operator identification	☑	☐			
Combustion heaters, load compartment	☑	☐	Data plate	☑	☐			
Driver cab., construction material	☑	☐	Tank skin / shell	☑	☐			
Driver cab, thermal shield	☑	☐	Tank equipment	☑	☐			
Anti-lock braking system	☑	☐	Tank mountings	☑	☐	Other equipment		
Endurance brake	☑	☐	Grounding of tanks and symbol	☑	☐	Wheel chocks	☑	☐
Emergency braking system (trailer)	☑	☐	Tank vehicle stability	☑	☐	Warning signs		
Speed limitation device	☐	☐	Lateral stability	☑	☐	2 reflective cones	☑	☐
Electric system			Vehicle chassis (EX II u. EX III)			2 warning triangles	☑	☐
Wiring (mech. & therm. protection)	☑	☐	Closed or sheeted	☑	☐	2 flashing warning lights	☑	☐
Battery master switch	☑	☐	Lockable doors, rigid covers.	☑	☐	Warning vest	☑	☐
Casing battery master switch	☑	☐	Cab and compartment separated	☑	☐	Hand lamp	☑	☐
Batteries	☑	☐	Engine (Diesel)	☑	☐		☐	☐

Checklist reviewed by: LENGERT.KURT.P.1287595553, kurt.lengert@ramstein.af.mil

Date: 26 Mar 2012

Printed Name

Stamp of CDPG Engineering Office

Remarks:

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A7.2. Page 2 will be completed by the ADR Competent Authority. The USAFE A4/7, Command Dangerous Goods Program Engineering Office is an appointed ADR Competent Authority, recognized in all ADR member states.

Figure A7.3. Certificate of Approval for Vehicles Carrying Certain Dangerous Goods, USAFE Form 68 Sample (Front).

CERTIFICATE OF APPROVAL FOR VEHICLES CARRYING CERTAIN DANGEROUS GOODS

This certificate testifies that the vehicle specified below fulfils the conditions prescribed by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

1. Certificate No.:	2. Vehicle manufacturer	3. Vehicle Identification No.:	4. Registration number (if any):
CDGP-2012-001	International/Isometrics	1HTMPAFN15H691945	of C00120

5. Name and business address of carrier, operator or owner: US Air Force

6. Description of vehicle:[1] N3

7. Vehicle designation(s) according to 9.1.1.2 of ADR:[2]

☐ EX/II ☐ EX/III ☑ FL ☐ OX ☐ AT ☐ MEMU

8. Endurance braking system:[3]

☑ Not applicable

☐ The effectiveness according to 9.2.3.1.2 of ADR is sufficient for a total mass of the transport unit of _____ t[4]

9. Description of the fixed tank(s)/battery-vehicle (if any):

9.1. Manufacturer of the tank: Isometrics

9.2. Approval number of the tank/battery-vehicle: DOT 406

9.3. Tank manufacturer's serial number/Identification of elements of battery-vehicle: 505 T 12266

9.4. Year of manufacture: 2004

9.5. Tank code according to 4.3.3.1 or 4.3.4.1 of ADR: LGBF

9.6. Special provisions TC and TE according to 6.8.4 of ADR (if applicable)[6]

10. Dangerous goods authorized for carriage:

The vehicle fulfils the conditions required for the carriage of dangerous goods assigned to the vehicle designation(s) in No. 7.

10.1. In the case of an EX/II or EX/III vehicle[3] ☐ goods of Class 1 including compatibility group J ☐ goods of Class 1 excluding compatibility group J

10.2. In the case of a tank-vehicle/battery-vehicle[3]

☐ only the substances permitted under the tank code and any special provisions specified in No. 9 may be carried[5]

or

☑ only the following substances (Class, UN number, and if necessary packing group and proper shipping name) may be carried:

CL 3	F1	UN1202	Diesel Fuel/Gas Oil/Heating Oil Light	III
CL 3	F1	UN1203	Gasoline, Motor Spirit	II
CL 3	F1	UN1223	Kerosene	III
CL 3	F1	UN1268	Petroleum Distillations, N.O.S. or Petroleum Products N.O.S.	III
CL 3	F1	UN1863	Fuel Aviation, Turbine Engine (steam pressure with 50C at most 110kPa)	II
CL 3	F1	UN1863	Fuel Aviation, Turbine Engine	III

Only substances which are not liable to react dangerously with the materials of the shell, gaskets, equipment and protective linings (if applicable) may be carried.

11. Remarks:

As replacement for registration No US 174, valid through 14 Mar 2013. In Germany waiver No 08 a (S) applies.

12. Valid until: 13 Mar 2013

LENGERT.KURT.P.1287595553, kurt.lengert@ramstein.af.mil

Stamp of issuing service | Ramstein (Place) | 26 Mar 2012 (Date) | Signature

[1] *According to the definitions for power-driven vehicles and for trailers of categories N and O as defined in Annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) or in Directive 97/27/EC.*

[2] *Strike out what is not appropriate.*

[3] *Mark the appropriate.*

[4] *Enter appropriate value. A value of 44t will not limit the "registration / in-service maximum permissible mass" indicated in the registration document(s).*

[5] *Substances assigned to the tank code specified in No. 9 or to another tank code permitted under the hierarchy in 4.3.3.1.2 or 4.3.4.1.2, taking account of the special provision(s), if any.*

[6] *Not required when the authorized substances are listed in No. 10.2.*

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A7.3. A copy of this form will be kept by the unit Vehicle Control Officer and fleet management. HNSAs may request review of the copies at the unit or at fleet management. The

original must be kept in the driver cab and will be presented to enforcement authorities during road checks upon request.

Attachment 8

CLASSIFICATION, LABELING AND PACKAGING AND EUROPEAN HAZARD COMMUNICATION

A8.1. General: The EUCOM Command Hazardous Material Management Program Advisory Note 01-11, Jan 2011, advises on the provisions of the EC directive 1272/2008 on Classification, Packaging, and Labeling (CLP) of hazardous material as described herein. When entering HM/HW into the public traffic system the units responsible for storing, preparing, and moving the material will ensure the additional marking and labeling requirements are complied with from the dates forward shown in table 1. The additional marking requirements are listed in Para A8.3 below as an extract from the council directive REGULATION (EC) No 1272/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 December 2008 on classification, labeling and packaging (CLP) of substances and mixtures. The owner of the HM or the organization preparing the HM/HW for movement is responsible for making the appropriate adjustments prior to releasing the material for movement. In deviation from article 17, EC Directive 1271/2008, listed in Para 8.3 below, HM/HW will be marked and labeled IAW MIL STD 129, current version. Additionally the information required by article 17, 1 sub-paragraphs (d) through (h) of the EC 1272/2008 listed in Para A8.3 below will be complied with. In deviation from article 17 Subparagraph 2, EC 1272/2008, information requirements to be stenciled or labeled on the outside box listed in Para A8.3 below generated by the US Forces will be provided in English only. This instruction does not apply to ammunition and explosives, hazard class 1, hazard class 6.2 infectious material, and hazard class 7 radioactive material. Hazard class 9 items are covered partially. A sample for additional Hazard Communication requirements for hazard class 2, flammable gas is provided in Para A8.4 below.

Table A8.1. Timeline For Implementing Marking and Labeling of Hazardous Material.

	CLP Compliance	ADR/RID 2011 Compliance	ADR/RID 2013 Compliance	ADR/RID 2015 Compliance
Substances Produced as of 1 Dec 2010	**Yes, 1 Dec 2010**	**Yes, 1 July 2011**	**Yes, 1 July 2013**	**Yes, 1 July 2015**
Substances Produced prior to 1 Dec 2010	**Yes, 1 Dec 2012**	**DG rules, 1 July 2011; CLP 1 Dec 2012**	**Yes, 1 July 2013 incl CLP**	**Yes, 1 July 2015 incl CLP**
Mixtures Produced as of 1 Jun 2015	**Yes, 1 June 2015**	**No**	**No**	**Yes, 1 July 2015**
Mixtures Produced prior to 1 June 2015	**Yes, 1 June 2017**	**No**	**No**	**Yes, 1 June 2017**

A8.2. Safety data sheet (SDS): The unit owning hazardous material is responsible for ensuring a Safety Data Sheet (SDS) conforming to European Community regulation 453/2010, Annex I, is on file. Vendors and manufacturers doing business in Europe will be able to provide such a

SDS. In the US there a DOD suppliers which have no international business set up. Obtaining a European SDS from them will not be possible. In this case send the SDS provided by the US manufacturer to the CDGP Engineering Office and request assistance for obtaining the additional information required IAW the European Hazard Communication requirements. The CDGP Engineering Office will research and provide and publish proper SDS information through contacts with the Competent Authorities, through recognized scientific publications, or by cooperating with recognized experts.

A8.3. Marking: Based on the SDS information units moving or releasing HM/HW inside and outside installations in the EUCOM AOR must ensure the packages are marked/labeled IAW the most current version of MILSTD 129 and the additional requirements indicated below. The requirements apply to substances, mixtures and articles:

A8.3.1. **General rules for labeling**

A8.3.1.1. The product identifiers IAW DOD provisions as specified in MIL STD 129;

A8.3.1.2. Where applicable, hazard pictograms IAW **Para A8.3.2**.

A8.3.1.3. Where applicable, signal words IAW **Para A8.3.3**.

A8.3.1.4. Where applicable, hazard statements IAW **Para 8.3.4**.

A8.3.1.5. Where applicable, the appropriate precautionary statements IAW **Para 8.3.5**.

A8.3.1.6. Where applicable, a section for supplemental information IAW **Para 8.3.6**.

A8.3.1.7. The label shall be written in English.

A8.3.2. **Hazard pictograms**

A8.3.2.1. The label shall include the relevant hazard pictogram(s), intended to convey specific information on the hazard concerned.

A8.3.2.2. Subject to Article 33 of the CLP, hazard pictograms shall fulfill the requirements laid down in section 1.2.1 of Annex I and in Annex V of the CLP regulation.

A8.3.2.3. The hazard pictogram relevant for each specific classification is set out in the tables indicating the label elements required for each hazard class in Annex I of the CLP regulation.

A8.3.3. **Signal words**

A8.3.3.1. The label shall include the relevant signal word in accordance with the classification of the hazardous substance or mixture.

A8.3.3.2. The signal word relevant for each specific classification is set out in the tables indicating the label elements required for each hazard class in Parts 2 to 5 of Annex I of the CLP regulation.

A8.3.3.3. Where the signal word ‘Danger’ is used on the label, the signal word ‘Warning’ shall not appear on the label.

A8.3.4. **Hazard statements**

A8.3.4.1. The label shall include the relevant hazard statements in accordance with the classification of the hazardous substance or mixture.

A8.3.4.2. The hazard statements relevant for each classification are set out in the tables indicating the label elements required for each hazard class in Parts 2 to 5 of Annex I of the CLP.

A8.3.4.3. Where a substance is included in Part 3 of Annex VI, CLP regulation, the hazard statement relevant for each specific classification covered by the entry in that Part shall be used on the label, together with the hazard statements for any other classification not covered by that entry.

A8.3.4.4. The hazard statements shall be worded in accordance with Annex III of the CLP regulation.

A8.3.5. **Precautionary statements**

A8.3.5.1. The label shall include the relevant precautionary statements.

A8.3.5.2. The precautionary statements shall be selected from those set out in the tables in Parts 2 to 5 of Annex I of the CLP regulation indicating the label elements for each hazard class.

A8.3.5.3. The precautionary statements shall be selected in accordance with the criteria laid down in Part 1 of Annex IV, of the CLP regulation, taking into account the hazard statements and the intended or identified use or uses of the substance or the mixture.

A8.3.5.4. The precautionary statements shall be worded in accordance with Part 2 of Annex IV, of the CLP regulation.

A8.3.6. **Supplemental information on the label**

A8.3.6.1. Statements shall be included in the section for supplemental information on the label where a substance or mixture classified as hazardous has the physical properties or health properties referred to in sections 1.1 and 1.2 of Annex II of the CLP regulation. The statements shall be worded in accordance with sections 1.1 and 1.2 of Annex II and Part 2 of Annex III of the CLP regulation. Where a substance is included in Part 3 of Annex VI, of the CLP regulation any supplemental hazard statements given therein for the substance shall be included in the supplemental information on the label.

A8.3.6.2. A statement shall be included in the section for supplemental information on the label where a substance or mixture classified as hazardous falls within the scope of Directive 91/414/EEC. The statement shall be worded in accordance with Part 4 of Annex II and Part 3 of Annex III to this Regulation.

A8.3.6.3. Supplemental information, provided that that information does not make it more difficult to identify the label elements referred to in MIL STD 129 and Para A8.3.1 and that it provides further details and does not contradict or cast doubt on the validity of the information specified by those elements.

A8.3.6.4. Statements such as ‘non-toxic’, ‘non-harmful’, ‘non-polluting’, ‘ecological’ or any other statements indicating that the substance or mixture is not hazardous or any other statements that are inconsistent with the classification of that substance or mixture shall not appear on the label or packaging of any substance or mixture.

A8.3.6.5. Where a substance or mixture is classified in accordance with Part 5 of Annex I, of the CLP regulation:

A8.3.6.5.1. The hazard pictogram shall not be included on the label;

A8.3.6.5.2. the signal words, hazard statements and precautionary statements shall be placed in the supplemental information section of the label.

A8.3.6.6. Where a mixture contains any substance classified as hazardous, it shall be labeled in accordance with Part 2 of Annex II of the CLP regulation. The statements shall be worded in accordance with Part 3 of Annex III of the CLP regulation and shall be placed in the supplemental information section of the label.

A8.3.7. Specific rules for labeling of outer packaging, inner packaging and single packaging.

A8.3.7.1. Where a package consists of an outer and an inner packaging, together with any intermediate packaging, and the outer packaging meets labeling provisions in accordance with the rules on the transport of dangerous goods, the inner and any intermediate packaging shall be labeled in accordance with this Regulation. The outer packaging may also be labeled in accordance with this Regulation. Where the hazard pictogram(s) required by this Regulation relate to the same hazard as in the rules for the transport of dangerous goods, the hazard pictogram(s) required by this Regulation need not appear on the outer packaging.

A8.3.7.2. Where the outer packaging of a package is not required to meet labeling provisions in accordance with rules on the transport of dangerous goods, both the outer and any inner packaging, including any intermediate packaging, shall be labeled in accordance with this Regulation. However, if the outer packaging permits the inner or intermediate packaging labeling to be clearly seen, the outer packaging need not be labeled.

A8.3.7.3. Single packages that meet the labeling provisions in accordance with the rules on the transport of dangerous goods shall be labeled both in accordance with this Regulation and the rules on the transport of dangerous goods. Where the hazard pictogram(s) required by this Regulation relate to the same hazard as in rules on the transport of dangerous goods, the hazard pictogram(s) required by this Regulation need not appear.

Figure A8.1. Extract from EC 1272/2008.

Criteria for flammable gases

Category	Criteria
1	Gases, which at 20 °C and a standard pressure of 101,3 kPa: (a) are ignitable when in a mixture of 13 % or less by volume in air; or (b) have a flammable range with air of at least 12 percentage points regardless of the lower flammable limit.
2	Gases, other than those of Category 1, which, at 20 °C and a standard pressure of 101,3 kPa, have a flammable range while mixed in air.

Note

For the classification of aerosols, see 2.3.

Hazard Communication

Label elements shall be used for substances and mixtures meeting the criteria for classification in this hazard class in accordance with Table 2.2.2.

Label elements for flammable gases

Classification	Category 1	Category 2
GHS Pictogram		No pictogram
Signal Word	Danger	Warning
Hazard Statement	H220: Extremely flammable gas	H221: Flammable gas
Precautionary Statement Prevention	P210	P210
Precautionary Statement Response	P377 P381	P377 P381
Precautionary Statement Storage	P403	P403
Precautionary Statement Disposal		

A8.4. Protection of the aquatic environment:

A8.4.1. Upon implementation of the ADR 2011 classification and identification of environmentally hazardous substances, Hazard Classes 1 through 9, dangerous for the aquatic environment is harmonized with the Classification, Labeling and Packaging (CLP) regulation, EC 1272/2008 (see above for additional CLP requirements). For movements by vehicle, rail, container, portable, demountable, or fixed tanks identification is impacted by articles or substances with the following characteristics:

A8.4.1.1. Acute aquatic toxicity

A8.4.1.2. Chronic aquatic toxicity

A8.4.1.3. Potential for or actual bioaccumulation; and

A8.4.1.4. Degradation (biotic or abiotic) for organic chemicals.

A8.4.1.5. Ensure Material Safety Data Sheets (MSDS) or Safety Data Sheets are searched for these ingredients to update the labeling on the outer packages accordingly. Certifiers and DGAs must be aware that in addition to Hazard Class 9 those

substances/mixtures can be also contained in Hazard Classes 1 through 8 and therefore can be considered hazardous to the environment. This applies also to substances which are hazardous but do not meet the criteria of dangerous. For the disposal process these items are then classified as environmentally hazardous IAW the criteria for polluting the aquatic environment IAW Hazard Class 9.

A8.4.2. The movement routines for these environmentally hazardous substances must be adjusted. Packages, vehicles, railcars, container, portable, demountable, or fixed tanks must display the tree/dead fish symbol. The movement document for these items must be annotated IAW ADR 5.4.1.1.18. as follows: "Environmentally hazardous". Sample: UN1202, Diesel Fuel, 3, III, (D/E), Environmentally Hazardous. Substances or mixtures belonging to UN Nos 3077 and 3082, and environmentally hazardous substances packaged in single packaging or combination packaging containing a quantity of 5 l (1.32 gallon) for liquids or 5 kg (11 lbs) for solids are exempt from this provision.

A8.4.3. If the environmentally hazardous items move by sea, the document for land transportation to/from the sea port may contain "Marine Pollutant" instead.

A8.4.4. If assistance is required for identification of environmentally hazardous substances, contact the Command Dangerous Goods Program offices of the respective service, i.: USAFE Command Dangerous Good Program Engineering Office: DSN 314-478-1301 or e-mail **usafea47.commanddga@ramstein.af.mil**; USAREUR Command DGA: DSN: 314-370-6917

Attachment 9

DOCUMENTATION OF MONITORING ACTIVITIES

A9.1. CDGP Checklists.

A9.1.1. **General**: Checklists are required to ensure compliance with HM/HW regulations. Checklists help to prevent sanctions, mission delays and disruptions. Each DGA should ensure personnel executing duties identified in this regulation use checklists to achieve compliance.

A9.2. Duties of Participants: **Attachment 4** lists duties which if not properly executed can be sanctioned. Each unit needs to determine which of the participant functions are executed. Based on the sanctions listed for the respective participant the UDGAs need to build checklists to ensure compliance. Additional local requirements identified by the IDGP need to be added. Host nation authorities review if the duties listed for a participant are complied with.

A9.3. Checking technical requirements: Host nation authorities also check whether the technical provisions of transport assets, tanks, containers, and packages are met. Therefore additional requirements for checklists exist to ensure compliance with technical requirements. The CDGP office can be contacted for assistance

A9.4. Recommended checklists:

A9.4.1. Movement Document

A9.4.2. Tanks (portable, demountable or fixed), tank vehicles, and tank containers

A9.4.3. Hazmat Inspection AMC 1015 for MILAIR

A9.4.4. Accepting HM/HW for movement

A9.4.5. Movement of explosives

A9.4.6. Checklist IAW Section 7.5 ADR/RID

Attachment 10

IDGA CDGP DUTIES

A10.1. 31 FW IDGA: The IDGA Aviano AB will support the CDGP as follows: Research and provide information on Italian regulations and policy regarding HM/HW movement; Consult to the CDGPM regarding HM/HW movement requirements in Italy; Translate documents from the CDGP office addressed to Italian authorities or vice versa; Assist the CDGP office during meetings with Italian officials in case Italian language capability is required to achieve CDGP missions. The 31 FW IDGA will ensure USAFE units stationed in Italy are informed on program requirements in Italy. The IDGA will review operating instructions of all units stationed in Italy to ensure compliance with the CDGP and the 31 FW Installation Dangerous Goods Program.

A10.2. 39 ABW IDGA: The IDGA Incirlik AB will support the CDGP as follows: Research and provide information on Turkish regulations and policy regarding HM/HW movement; Consult to the CDGPM regarding HM/HW movement requirements in Turkey; Translate documents from the CDGP office addressed to Turkish authorities or vice versa; Assist the CDGP office during meetings with Turkish officials in case Turkish language capability is required to achieve CDGP missions. The 39 FW IDGA will ensure USAFE units stationed in Turkey are informed on program requirements in Turkey. The IDGA will review operating instructions of all units stationed in Turkey to ensure compliance with the CDGP and the 39 FW Installation Dangerous Goods Program.

A10.3. 48 FW IDGA: The IDGA, RAF Lakenheath UK will support the CDGP as follows: Research and provide information on UK regulations and policy regarding HM/HW movement; Provide consultation to the CDGPM and NDGA regarding HM/HW movement requirements in the UK; In coordination with the CDGPM and NDGA represent the CDGP and NDGA office during meetings with MOD UK; by reviewing the installation dangerous goods programs of 100 TRW and the 501 CSW ensures harmonization and standardization vis-à-vis UK authorities and US Forces and US military tenants; ensure the Mildenhall and Alconbury IDGAs are trained on the US Forces movement system. Ensure IDGA services to dislocated USAFE units in Northern Europe areas where USAFE is the Common User Logistics provider IAW ECI 4301.01, i.e. Norway, Iceland and Greenland. In coordination with the NDGA ensures the three FW IDGAs provide coordinated support during deployments of the fighter wings or visiting fighter wings.

A10.4. 52 FW IDGA: The IDGA Spangdahlem AB will support the CDGP as follows: Ensure all GSUs assigned to Spangdahlem AB and dislocated units reporting to the 52 MXG implement unit programs compliant to the CDGP and compliant to requirements of the country where those units are located in; support all USAFE IDGAs in training and monitoring of radioactive material; Support AFMC in the 91B hazardous material waste stream; coordinate SG swipe tests on 91B, determine hazard class 7 movement requirements on 91 B; initiates and monitors 91B consolidation and release to the AFMC waste stream.

A10.5. 65 AW IDGA: The IDGA Lajes AB will support the CDGP as follows: Research and provide information on Portuguese regulations and policy regarding HM/HW movement; Consult to the CDGPM and NDGA regarding HM/HW movement requirements in Portugal; Translate documents from the CDGP or NDGA office addressed to Portuguese authorities or vice versa; Assist the CDGP and NDGA office during meetings with Portuguese officials in

case Portuguese language capability is required to achieve CDGP missions. The 65 AW IDGA will ensure USAFE units operating in Portugal are informed on program requirements in Portugal.

A10.6. 86 AW IDGA: The IDGA Ramstein AB will support the CDGP as follows: review and coordinate the installation dangerous goods programs of 52 FW and dislocated USAFE units in Germany ensuring harmonization and standardization vis-à-vis German authorities and US Forces and US military tenants on USAFE and Host Nation installations. The IDGA will coordinate requirements in support of wide body planes, liaise with AMC units, monitor and support the USAFE and Theater ammunition movement hubs; monitor and support the dislocated USAFE units in Luxembourg and Spain.

Attachment 11

DRIVER TRAINING PROGRAM DETAILS

A11.1. General: The special training for drivers moving hazardous material on public roads in the EUCOM AOR is based on the lesson plans contained in this instruction. The ADR driver program is conducted under a specific license and conditions of an ADR member state. The following identifies requirements for ADR driver training programs which are executed by the component commands. Oversight of the ADR Driver Training program is the responsibility of the Command Dangerous Goods Advisors or Hazardous Material Management Program Managers, as appropriate.

A11.1.1. Organization appointed under an ADR member state will issue ADR training certificates to drivers of vehicles carrying hazardous material compliant to the format listed in Annex B, Section 8.2.2.8.3 ADR.

A11.1.2. **Lesson Plan:** The official lesson plans of the ADR member states are basis of the training. Additionally the training must include the specific US military requirements for hazardous material movements as listed in DTR Vol II, and as further identified by the AER 55-355/USAFE 24-201/NAVEUR 4600.7G, Joint Transportation and Traffic Management, and upon implementation, IAW ECI 4305.01, Traffic Management within the USEUCOM Area of Responsibility (AOR)

A11.1.3. **Training Requirement:** The driver qualification for the movement of hazardous material IAW Ch 8.2, Annex B, ADR, is required for the following vehicles:

A11.1.3.1. Vehicles carrying hazardous material in packages exceeding the threshold limit identified in ADR 1.1.3.6. National deviations on the threshold limits are possible. Check with your Installation or Garrison DGA for that information.

A11.1.3.2. Vehicles carrying unclean or filled tanks containing hazardous material or residue thereof exceeding the volume of $1m^3$/35.31 cft;

A11.1.3.3. Vehicles carrying hazardous material in tank container, portable tanks, or multiple element gas containers (MEGCs) with a single volume exceeding $3m^3$/109.94 cft.

A11.1.3.4. Vehicles carrying hazardous material with battery vehicles exceeding a total volume of $1m^3$/35.31 cft

A11.1.3.5. Other vehicles, which carry hazardous material of hazard class 1 (Ch 8.5 ADR Special Provision S1)

A11.1.3.6. Vehicles carrying specific radioactive substances (Ch 8.5 ADR, Special Provisions S 11 and S 12).

A11.1.4. **Operator qualification:** In compliance with this instruction vehicles of US forces carrying hazardous material may only be operated by drivers qualified in the specific regulations of the ADR, US EUCOM and DOD, and if they are in the possession of the proper ADR training certificate. All regulations applicable to operating US military vehicles on public highways in Europe apply also.

A11.2. Scope: This instruction applies for the training of hazardous material drivers of the USAFE units in Europe operating vehicles carrying hazardous material in quantities requiring identification of the vehicle IAW ADR. This includes vehicles which are leased or rented by the US Forces. Drivers trained by commercial sources must receive additional training covering the US military provision listed in Component Command, EUCOM and DOD regulations.

A11.3. Basic Requirements: Organizations conducting the training for hazardous material drivers must ensure that the students achieve the required proficiency and knowledge. They must ensure that instructors are up to date on the latest rules and regulations on hazardous material and US military transportation/vehicle operations. By maintaining current Command Dangerous Goods Programs or Hazardous Material Management Programs component commands must ensure the training complies always with the most current requirements and regulations applicable to the movement of hazardous material on public roads in the EUCOM AOR. Lesson plans contained in this regulation must be followed. Additional component instructions and lesson plans apply also.

A11.4. Training.

A11.4.1. **Courses:** Content and duration of training must comply with the lesson plan listed below. The time and amount of training units cannot be reduced. The following requirements for the training apply:

A11.4.1.1. **Initial Training for movement of hazardous material in packages; DG XXXX 03**

A11.4.1.2. **Special training for movement of hazardous material in tanks; DG XXXX 04**

A11.4.1.3. **Special training for movement of ammunition and explosives substances and articles; DG XXXX 05**

A11.4.1.4. **Special training for the movement of radioactive material. DG XXXX 05**

A11.4.1.5. **Refresher Training. DG XXXX 06**

A11.4.2. **Certification:** To achieve a training certificate the following applies: Each training element ends with a test which must be successfully passed by the student. The initial training course is a prerequisite for any of the special courses and the refresher training. Refresher training is required before the ADR driver training certificate expires. If refresher training is not accomplished prior to the expiration date of the ADR driver training certificate, the incumbent must attend initial training again. In addition to theoretical subjects the trainees must conduct exercises which are identified in below.

A11.5. Training Organizations: Only organizations with qualified ADR driver trainers approved by the CDGP Office are authorized to provide the training. The CDGP Engineering Office will ensure USAFE ADR driver training organizations comply with requirements of this instruction. The CDGP Engineering office will document compliance for review by the surveillance office of the ADR member state authorizing the US ADR driver training facility. Non-compliance to this instruction may result in withdrawal of the training authorization.

A11.6. Personnel assigned to the training organization:

A11.6.1. **Manager:** Training organization must identify a person responsible to manage the training. The person selected must be a qualified Dangerous Goods Advisor.

A11.6.2. **Trainers:** Trainers must be in the possession of a Unit Dangerous Goods Advisor training certificate of a US Forces training source, and the appropriate ADR driver training certificate for the course he or she is teaching.

A11.6.3. The trainer must proof skills in training/teaching personnel.

A11.6.4. Trainers must conduct refresher training for UDGAs and ADR drivers every 3 years and pass the appropriate tests at the end of these courses. New training certificates will be issued.

A11.6.5. Additionally the trainers must attend annual refresher training provided by the CDGP office. The attendance of this training is mandatory to ensure ADR driver trainers received the most current information.

A11.6.6. Trainers must show training certificates in first aid, fire fighting, and emergency response.

A11.7. Tests:

A11.7.1. The training of ADR drivers ends with written tests.

A11.7.2. The tests are administered by the manager of the training organization or if the training was dislocated from that organization, by a designated Dangerous Goods Advisors assigned to the location where the training took place.

A11.7.3. The CDGP Engineering Office ensures the most current test questions approved by ADR member states are provided to the training organizations. The CDGP Engineering Office is authorized to provide translated copies of official tests provided by the Host Nation authorities, if these tests are not available in English. Tests and solutions will be treated as accountable and controlled documents and must be kept in a secured filing cabinet. It is not authorized to release the planned test version to the students prior to the test.

A11.7.4. A student has passed the training if he or she did not miss more than one hour of training, if the test is completed in the allotted time without help of a third person and if the required percentage to pass the test is achieved.

A11.7.5. In case the test was failed the student can repeat the test using a different set of test questions. If the student fails again, he or she must repeat the training course. Attendees of a special course without successfully completing the initial course is not authorized.

A11.7.6. The training organization must keep the copies of the test and the daily attendance roster in file for at least five years. The files can be reviewed by the surveillance agency of the ADR member state and by the CDGA.

A11.7.7. The training organization will provide a report on all students successfully completing ADR driver training to the CDGA. The CDGA will forward the data to the EUCOM CHMSA every six months. The CDGA will also forward the data to the agency authorizing the training IAW ADR.

A11.8. Driver training certificates:

A11.8.1. Training organizations will control the blank ADR driver training certificates according to the rules for accountable forms.

A11.8.2. Completed ADR driver training certificates must be reported to the host nation office authorizing the issuance of the form. Format is described in Appendix B, Enclosure E, of this instruction.

A11.8.3. The validity of the ADR driver training certificate is five years from the date of successful completion of the training. The required refresher training can be accomplished within twelve months prior to, but not later than the expiration date of the ADR driver training certificate.

A11.8.4. If members of the US forces or civilian employees obtained a commercial ADR driver training certificate they must receive additional training regarding the US military regulations applicable to the movement of hazardous material on US military vehicles.

A11.8.5. The ADR driver training certificate is separate from the driver license. The ADR driver training certificate cannot be used in liew of a driver license. Likewise, if the driver license is pulled, the ADR driver training certificate is not impacted.

A11.8.6. Personnel returning from PCS outside of EUCOM which are still in possession of a valid ADR driver training certificate, shall achieve refresher training before obtaining duties as driver carrying hazardous material again. The same applies to personnel which departed the active military force and return to duty as reservist or civilian.

A11.8.7. **Information on the ADR driver certificate** must include the following:

A11.8.7.1. Expiration date

A11.8.7.2. Last name, first name,

A11.8.7.3. Date of birth

A11.8.7.4. Nationality

A11.8.7.5. Issuing authority

A11.8.7.6. Date of issue; the date of issue cannot be before the date of the test.

A11.8.7.7. Signature of the appointed issuing authority, printed name of the issuing authority

A11.8.7.8. Stamp of the issuing authority

A11.8.7.9. Expiration date of extension

A11.8.8. **Expansion of the ADR driver certificate:**

A11.8.8.1. After successfully completing a tank, ammunition or class 7 course the ADR driver certificate will indicate the authorized hazard classes under the category “other than in tanks” or “in tanks”.

A11.8.8.2. All hazard classes not trained must be strikethrough. If the basic and additional courses were achieved on different dates, the expiration date of the ADR certificate is calculated on the date of passing the basic course.

A11.8.9. **Serial number:** ADR driver certificates provided by ADR member states include a serial number. Blank ADR driver certificates will be controlled IAW accountable forms procedures based on those serial numbers. As a minimum, blank forms will be stored in a file cabinet secured by a lock. Access to these forms is only granted to personnel authorized to issue and sign the form. Upon issuing a form an additional serial number will be printed onto the form identifying the driver training unit, the year of issuance and a four digit serial number controlled by the driver training unit.

A11.8.10. **Lost, damaged ADR driver certificates or name change**: If an ADR certificate is lost or damaged the training unit which issued the original ADR certificate will issue a new ADR driver certificates based on the data of the incumbent on file. The same applies, if a name change is required.

A11.8.11. **Security**:

A11.8.11.1. Blank ADR driver training certificates will be secured and controlled by the training unit. Installation, or Command DGAs will periodically check compliance to this regulation regarding accountability and security. The checks will be documented.

A11.8.11.2. Drivers will secure their ADR driver training certificates equal to securing their personal ID.

A11.8.11.3. **Lost or stolen:** If an ADR driver certificate is missing, drivers must report the loss to the driver training unit which issued the certificate. The driver training unit will inform the Command DGA on the serial numbers and driver name of the lost form. Command DGAs will inform all US movement control elements on the lost ADR driver training certificate by serial number of the country controlling the blank form, the serial number issued by the training unit, and the name of the bearer of the ADR driver training certificate. Additionally the authority of the country providing the blank ADR certificate will be informed by the CDGA.

A11.8.11.4. **Personnel turning over dangerous loads**, i.e. TMOs or HW monitors, will check ADR driver training certificates for validity prior to releasing hazardous material to drivers in quantities exceeding the threshold limits in ADR 1.1.3.6. The information on the ADR driver training certificate must match the configuration for movement of the hazardous material. For example, if a driver only has a qualification for flammable liquids in packages, flammable liquids in tanks cannot be turned over to that driver. Additionally movement control elements will ensure the driver identification listed on the ADR driver training certificate matches with the driver identification documents, ID card or passport. This applies also for the new ADR driver training certificates containing a photo of the driver.

A11.8.11.5. **Withdrawal of ADR driver training certificates**: Installation, garrison or Command DGAs are authorized to withdraw an ADR driver training certificate if discrepancies are found during inspections, i.e. driver tests not properly evaluated, or a copy of the driver test is not on file at the training unit to proof the qualification of the driver. Prior to withdrawal of the ADR driver training certificate, the reasons must be thoroughly evaluated. Loss of a vehicle driver license does not require withdrawal of the ADR driver training certificate.

A11.8.12. **Reports**:

A11.8.12.1. All issued ADR driver training certificates will be reported by the training unit to their CCHMSA within two work days after completion of training. The following information is required:

Report list for ADR Certificates/Year[1]/License[2]									
Nr.	Serial No of blank form.	Serial Number of the ADR driver training unit[3]	Last Name	First Name	Date of Birth	Nationality	Type of License[4]	Date of issuance	Expiration Date
							B B/T B/M B/T/M BR/T B/M/R		

Notes:
1. Enter year; i.e. 2011
2. Enter license number of ADR training unit, i.e. 510
3. Enter serial number of ADR driver training unit as follows: always 99 – serial number of the ADR driver training unit, last two of the current year, four digit serial number. i.e. 99-510-11-0001
4. Enter Type of license: B = Basic, BR = replacement of basic certificate; M = Ammunition and Explosives, T = Tank, R = Radioactive; RT=Refresher training. Examples: B/T for drivers authorized to move hazardous material in tanks; B/M for drivers authorized to move ammunition and explosives; B for drivers authorized to move hazardous material in packages; BR/T replacement of original certificate due to wear and tear or loss of original certificate for drivers authorized to move hazardous material in tanks. In this case the expiration date of the original certificate applies also to the replacement.

Table A11.1. ADR Driver Training Report.

A11.8.12.2. The CDGP Engineering Office will provide frequent updates to the Host Nation authority issuing the license for the ADR driver training. The report is due monthly or as data changes, the month following the month when the new data was received. If the training is administered by an IDGA the IDGA will provide the information in the format described in A11.8.12.1 above to the CDGP Engineering Office.

A11.8.12.3. The person managing the driver training is responsible to ensure accountability of all blank driver training forms and the forms issued. Upon request the documentation of the accountability will be provided to the CDGP Engineering Office and the Host Nation authority executing surveillance on the training program.

Figure A11.1. Model of Certificate.

Model of ADR Driver certificate valid until 31 Dec 2012. ADR Certificates issued before 31 Dec 2012 remain valid until the expiration date.

1

ADR - TRAINING CERTIFICATE FOR DRIVERS OF VEHICLES CARRYING DANGEROUS GOODS

in tanks [1] other than in tanks [1]

Certificate No. .....

Distinguishing sign of issuing State .....

Valid for class(es) [1, 2]

in tanks	other than in tanks
1	1
2	2
3	3
4.1, 4.2, 4.3	4.1, 4.2, 4.3
5.1, 5.2	5.1, 5.2
6.1, 6.2	6.1, 6.2
7	7
8	8
9	9

until (date) [3] .....

[1] Strike out what does not apply.
[2] For extension to other classes, see page 3.
[3] For renewal, see page 2.

2

Surname .....

First name(s) .....

Date of birth ..... Nationality .....

Signature of holder .....

Issued by .....

Date .....

Signature [4] .....

Renewed until .....

By .....

Date .....

Signature [4] .....

[4] and/or seal (or stamp) of issuing authority.

3

EXTENDED TO CLASS(ES) [5]

in tanks
1
2
3 Date .....
4.1, 4.2, 4.3
5.1, 5.2 Signature and/or seal or stamp
6.1, 6.2 .....
7
8
9

other than in tanks
1
2
3 Date .....
4.1, 4.2, 4.3
5.1, 5.2 Signature and/or seal or stamp
6.1, 6.2 .....
7
8
9

[5] Strike out what does not apply.

4

For national regulations only

Figure A11.2. MODEL OF THE ADR DRIVER TRAINING CERTIFICATE STARTING 1 JAN 2013.

Model for the training certificate for drivers of vehicles carrying dangerous goods

Front

ADR DRIVER TRAINING CERTIFICATE

**

(Insert driver photograph) *

1. (CERTIFICATE No.)*
2. (SURNAME)*
3. (OTHER NAME(S))*
4. (DATE OF BIRTH dd/mm/yyyy)*
5. (NATIONALITY)*
6. (DRIVER SIGNATURE)*
7. (ISSUING BODY)*
8. VALID TO: (dd/mm/yyyy)*

Back

VALID FOR CLASS(ES) OR UN Nos.:

TANKS	OTHER THAN TANKS
9. (Enter Class or UN Number(s))*	10. (Enter Class or UN Number(s))*

* Replace the text with appropriate data.

** Distinguishing sign used on vehicles in international traffic (for Parties to the 1968 Convention on Road Traffic or the 1949 Convention on Road Traffic, as notified to the Secretary General of the United Nations in accordance with respectively article 45(4) or annex 4 of these conventions).

A11.9. ADR Driver Training Lesson Plans:

A11.9.1. Special requirements concerning the training of drivers;

A11.9.1.1. **The necessary knowledge and skills** shall be imparted by training covering theoretical courses and practical exercises on ADR provisions applicable to drivers. The knowledge shall be tested in an examination.

A11.9.1.2. **The training sources** must ensure that the training instructors have a good knowledge of, and take into consideration, recent developments in regulations and

training requirements relating to the carriage of dangerous goods. The training shall be practice-related. The training program shall conform with the approval, on the subjects set out in this attachment. The initial training and refresher training shall also include individual practical exercises listed herein.

A11.9.1.3. **The training source** must ensure that the training instructor has a good knowledge of the US military vehicle driving program and the EUCOM movement control system on documenting, moving, and clearing hazardous material on public highways and crossing borders. The trainer must ensure the drivers of US military vehicles are familiar with the Defense Transportation Regulation, DTR Vol II, provisions on hazardous material movements. This includes drivers of leased or rented vehicles which are under the control of military fleet management. Drivers holding an ADR driver training certificate from a commercial source must show a training certificate on the DOD provisions on hazardous material applicable to military truck movements before being allowed to transport US Forces owned hazardous material. IDGAs/GDGAs are the training source for the military part in case a commercial ADR driver training certificate is presented.

A11.9.2. **Structure of training** to achieve the knowledge skill for passing the examination.

A11.9.2.1. Initial and refresher training shall be given in the form of a basic course and, when applicable, specialization courses.

A11.9.2.2. Subjects to be covered by the basic course will be, at least:

A11.9.2.2.1. General requirements governing the carriage of dangerous goods;

A11.9.2.2.2. Main types of hazard;

A11.9.2.2.3. Information on environmental protection in the control of the transfer of wastes;

A11.9.2.2.4. Preventive and safety measures appropriate to the various types of hazard;

A11.9.2.2.5. What to do after an accident (first aid, road safety, basic knowledge about the use of protective equipment, etc.);

A11.9.2.2.6. Marking, labeling, placarding and orange-colored plate marking;

A11.9.2.2.7. What a driver should and should not do during the carriage of dangerous goods;

A11.9.2.2.8. Purpose and the method of operation of technical equipment on vehicles;

A11.9.2.2.9. Prohibitions on mixed loading in the same vehicle or container;

A11.9.2.2.10. Precautions to be taken during loading and unloading of dangerous goods;

A11.9.2.2.11. General information concerning civil liability;

A11.9.2.2.12. Information on multimodal transport operations;

A11.9.2.2.13. Handling and stowage of packages;

A11.9.2.2.14. Instructions on behavior in tunnels (prevention and safety, action in the event of fire or other emergencies, etc.).

A11.9.2.2.15. Security awareness

A11.9.2.3. Subjects to be covered by the specialization course for carriage in tanks shall be, at least:

A11.9.2.3.1. Behavior of vehicles on the road, including movements of the load;

A11.9.2.3.2. Specific requirements of the vehicles;

A11.9.2.3.3. General theoretical knowledge of the various and different filling and discharge systems;

A11.9.2.3.4. Specific additional provisions applicable to the use of those vehicles (certificates of approval, approval marking, placarding and orange-colored plate marking, etc.).

A11.9.2.4. Subjects to be covered by the specialization course for the carriage of substances and articles of Class 1 shall be, at least:

A11.9.2.4.1. Specific hazards related to explosive and pyrotechnical substances and articles;

A11.9.2.4.2. Specific requirements concerning mixed loading of substances and articles of Class 1.

A11.9.2.5. Special subjects to be covered by the specialization course for the carriage of radioactive material of Class 7 shall be, at least:

A11.9.2.5.1. Specific hazards related to ionizing radiation;

A11.9.2.5.2. Specific requirements concerning packing, handling, mixed loading and stowage of radioactive material;

A11.9.2.5.3. Special measures to be taken in the event of an accident involving radioactive material.

A11.9.2.6. Teaching units are intended to last 45 minutes.

A11.9.2.6.1. Eight teaching units per day should not be exceeded.

A11.9.2.7. The individual practical exercises shall take place in connection with the theoretical training, and shall at least cover first aid, fire-fighting and what to do in case of an incident or accident.

A11.9.3. **Initial training program DG XXXX ***

A11.9.3.1. The minimum duration of the theoretical element of each initial course or part of the comprehensive course shall be as follows:

Basic course *03: 18 teaching units
Specialization course for carriage in tanks *04: 12 teaching units
Specialization course for carriage of substances and articles of Class 1 *05: 8 teaching units

Specialization course for carriage of radioactive material of Class 7 *06: 8 teaching units For the basic training course and the specialization training course for carriage in tanks, additional teaching units are required for the practical exercises listed herein.

A11.9.3.2. The total duration of the comprehensive course may be determined by the CDGA, who shall maintain the duration of the basic course and the specialization course for tanks, but may supplement it with shortened specialization courses for Classes 1, and 7.

A11.9.4. **Refresher training program DG XXXX 03A**

A11.9.4.1. Refresher training undertaken at regular intervals serves the purpose of bringing the drivers' knowledge up to date; it shall cover new technical, legal and substance-related developments.

A11.9.4.2. All drivers holding an ADR driver training certificate will attend annual refresher training provided by the IDGA, GDGA, or UDGA.

A11.9.4.3. Refresher training to extend the ADR driver training shall have been completed before the expiration date of the ADR driver training certificate.

A11.9.4.4. The duration of the refresher training including individual practical exercises shall be of at least two days.

A11.9.4.5. Normally, not more than eight teaching units shall be permitted on each training day.

A11.9.5. **US military specific portion of the ADR driver training program**:

A11.9.5.1. DTR Vol. II, CH 204 provisions

A11.9.5.2. DTR Vol. II, Ch 205 provisions

A11.9.5.3. Allied Movement Plan 1A provisions

A11.9.5.4. DTR Vol. II, Transportation Movement and Control Document (TCMD)

A11.9.5.5. Road Movement Bit and Road Movement Credit; Allied Movement Plan 3B

A11.9.5.6. Transportation Movement Release IAW ECI 4305.01

A11.9.5.7. NATO Form 302

A11.9.5.8. Load Securing DG XXXX -13; AER 55-48 and/or service specific. This is required, if the driver cannot show a load securing training certificate. The subjects taught in this training unit are not part of the examination. A training certificate indicating which subjects were covered must be provided. Load securing may be provided as a standalone course. The subjects listed in A11.9.5.1 through 7 require 4 training units. Drivers holding ADR driver training certificates from commercial training sources must achieve the training in this paragraph before being assigned duties as a driver of a military vehicle carrying hazardous material.

A11.9.6. **Approval of training**

A11.9.6.1. The training courses shall be subject to approval of the CDGA overseeing the training unit.

A11.9.6.2. Approval shall only be given with regard to applications submitted in writing.

A11.9.6.3. The CDGA will coordinate the following documents with the Host Nation authority allowing the ADR driver training prior to approving the training course:

A11.9.6.3.1. A detailed training program specifying the subjects taught and indicating the time schedule and planned teaching methods;

A11.9.6.3.2. Qualifications and fields of activities of the teaching personnel;

A11.9.6.3.3. Information on the premises where the courses take place and on the teaching materials as well as on the facilities for the practical exercises;

A11.9.6.3.4. Conditions of participation in the courses, such as number of participants.

A11.9.6.4. The CDGA shall organize the supervision of training and examinations.

A11.9.6.5. The CDGA will ensure the Host nation authority allowing the US unit to train ADR driver training provides concurrence in writing on the following subjects:

A11.9.6.5.1. The training shall be given in conformity with the application documents;

A11.9.6.5.2. The competent authority shall be granted the right to send authorized persons to be present at the training courses and examinations; the rules established under the Status of Forces agreement or under bi-lateral agreements apply.

A11.9.6.5.3. Upon request the CDGA will advise on time of the dates and the places of individual training courses.

A11.9.6.5.4. The Host Nation authority may withdraw concurrence if the conditions described in the application document are not complied with.

A11.9.6.6. The approval document shall indicate whether the courses concerned are basic or specialization courses, initial or refresher courses.

A11.9.6.7. If the training unit body, after a training course has been given approval, intends to make any alterations with respect to such details as were relevant to the approval, it shall seek permission in advance from the CCHMSA. This applies in particular to changes concerning the training program.

A11.9.7. **Examinations**

A11.9.7.1. Examinations for the initial basic course

A11.9.7.1.1. After completion of the basic training, including the practical exercises, an examination shall be held on the basic course.

A11.9.7.1.2. In the examination, the candidate has to prove that he has the knowledge, insight and skill for the practice of professional driver of vehicles carrying dang In the examination, the candidate has to prove that he has the knowledge, insight and skill for the practice of professional driver of vehicles carrying dangerous goods as provided in the basic training course.

A11.9.7.1.3. For this purpose the CCHMSA providing oversight on the training unit in cooperation with the Host Nation authority coordinating the training shall prepare

a catalogue of questions which refer to the items summarized Enclosure E, Appendix A, 2 (b). Questions in the examination shall be drawn from this catalogue. The candidates shall not have any knowledge of the questions selected from the catalogue prior to the examination.

A11.9.7.1.4. A single examination for comprehensive courses may be held.

A11.9.7.1.5. Each CDGA shall supervise the modalities of the examination.

A11.9.7.1.6. The examination shall take the form of a written examination or a combination of a written and oral examination. Each candidate shall be asked at least 25 written questions. The duration of the examination shall be at least 45 minutes. The questions may be of a varying degree of difficulty and be allocated a different weighting.

A11.9.7.2. Examinations for initial specialization courses for carriage in tanks or for carriage of explosive substances and articles or radioactive material

A11.9.7.2.1. After passing the examination on the basic course and after having attended the specialization course for carriage in tanks or for the carriage of explosive or radioactive material, the candidate shall be allowed to take part in the corresponding examination.

A11.9.7.2.2. This examination shall be held and supervised on the same basis as listed in this attachment.

A11.9.7.2.3. At least 15 questions shall be asked with respect to each specialization course.

A11.9.7.3. Examinations for refresher training.

A11.9.7.3.1. After having undertaken refresher training the candidate shall be allowed to take part in the corresponding examination.

A11.9.7.3.2. The examination shall be held and supervised on the same basis as set out in Enclosure E, Appendix A, b 1.

A11.9.7.3.3. In the examination at least 15 questions shall be asked with respect to the refresher training.

Attachment 12

LIST OF COUNTRIES

Table A12.1. EU, ADR, ADN, RID, NATO, PfP member states*.

* Note: This list is subject to change. Review the appropriate official web sites to determine adjustments.	
1. Lithuania (EU/ADR/RID/N) 2. Luxembourg (EU/ADR/RID/ADN/N) 3. The former Yugoslav Republic of Macedonia (ADR/RID/PfP) 4. Malta (EU/ADR/PfP) 5. Moldova (ADR/ADN/PfP) 6. Monaco (RID) 7. Montenegro (ADR/RID/PfP) 8. Morocco (ADR/RID) 9. The Netherlands (EU/ADR/RID/ADN/N) 10. Norway (ADR/RID/N) 11. Poland (EU/ADR/RID/ADN/N) 12. Portugal (EU/ADR/RID/N) 13. Romania (EU/ADR/ADN/N) 14. Russian Federation (ADR/RID/PfP) 15. Serbia (ADR/RID/PfP 16. Slovakia (EU/ADR/RID/N) 17. Slovenia (EU/ADR/RID/N) 18. Spain (EU/ADR/RID/N) 19. Sweden (EU/ADR/RID/PfP) 20. Switzerland (ADR/RID/PfP) 21. Syria (RID) 22. Tunisia (ADR/RID) 23. Turkey (ADR/RID/N) 24. Ukraine (ADR/RID/PfP) 25. United Kingdom of Great Britain and Northern Ireland (EU/ADR/RID/N) 26. Bolivia, Colombia apply ADR/RID 2005	27. Albania (ADR/RID/N) 28. Algeria (RID) 29. Andorra 30. Austria (EU/ADR/RID/ADN/PfP) 31. Azerbaijan (PfP) 32. Belarus (PfP) 33. Belgium (EU/ADR/RID/N) 34. Bosnia and Herzegovina (ADR/RID/PfP) 35. Bulgaria (EU/ADR/RID/ADN/N) 36. Croatia (ADR/RID/ADN/N) 37. Cyprus (ADR); Greek Portion also EU. 38. Czech Republic (EU/ADR/ADN/RID/N) 39. Denmark (EU/ADR/RID/N) 40. Estonia (EU/ADR/RID/N) 41. Finland (EU/ADR/RID/PfP) 42. France (EU/ADR/RID/ADN/N) 43. Germany (EU/ADR/RID/ADN/N) 44. Greece (EU/ADR/RID/N) 45. Hungary (EU/ADR/RID/ADN/N) 46. Iran(RID) 47. Iraq (RID) 48. Ireland (EU/ADR/RID/PfP) 49. Italy (EU/ADR/RID/ADN/N) 50. Jordan RID Associate Member [01.08.2010] 51. Kazakhstan (ADR/PfP) 52. Latvia (EU/ADR/RID/N) 53. Lebanon (RID) 54. Liechtenstein (ADR/RID)

A12.1. Globally Harmonized System (GHS) members*.

A12.1.1. Argentina, Cambodia (pilot country), Japan, and New Zealand since 2006;

A12.1.2. Canada, and Singapore since 2008;

A12.1.3. Austria, Belgium, Brazil, Bulgaria, China, Cyprus, Czech Republic, Denmark, Ecuador, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy,

Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Paraguay, Peru, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom, Romania, and Uruguay since 2009;

A12.1.4. United States of America GHS implementation proposed in Sep 2009 – implementation is planned for Aug 2011;

A12.1.5. Serbia since 2010; Republic of Korea partially in 2006 and completely in 2010; Russian Federation partially in 2009 and completely in 2010;

A12.1.6. Thailand planned for 2011;

A12.1.7. Malaysia 2010 for substances and 2013 for mixtures;

A12.1.8. Australia by 2012;

A12.1.9. South Africa 2012 for substances and 2016 for mixtures;

A12.1.10. Bolivia no date but is planning on it; Brunei Darussalam gap analysis is ongoing; Chile under coordination since 2008; Colombia no information; Gambia (pilot country) is working on funding to implement; Indonesia final draft for implementation is in coordination; Lao People's Democratic Republic awareness raising activities; Madagascar not formally implemented by used for international movements since 2004; Mexico considering implementation; Myanmar considering implementation; Nigeria (pilot country) strategic plan to implement GHS in 2008; Philippines decided to implement in 2009 – draft regulation is in progress; Senegal (pilot country) draft regulation in progress as of 2007 ;

A12.1.10.1. Vietnam partially implemented and completely by 2015; Zambia (pilot country) expected implementation by 2011. * Note: This list is subject to change. Updates can be viewed on **http://live.unece.org/trans/danger/publi/ghs/implementation_e.html**.

Attachment 13

HAZARDOUS WASTE PROFILE SHEET

A13.1. General. The identification of HW/CW is the responsibility of the unit generating the waste. CEAN and IDGA are consultants and trainers to the unit but are not responsible for the identification. The HW/CW must be identified IAW three sets of rules.

A13.2. Waste Codes: The first identification of HW/CW must be done IAW the waste codes published by EUCOM J4 EN. Waste is categorized into twenty groups, 01 through 20. Within a waste group six digit codes are used to further describe and specify the waste. The waste codes marked with an * are to be used for hazardous waste. All others are for non-hazardous waste. For example: 08 04 09* waste adhesives and sealants containing organic solvents or other dangerous substances. The waste code must be entered into block 2b. In case of transboundary movement of HW, i.e. from deployment sites or for recycling purpose, mark block 2 c. If block 2c is marked, ensure the proper notifications and permits for moving the waste are obtained prior to entering the waste into the transportation system. Transboundary movement of waste is only allowed if the waste can be recycled, or if the waste cannot be disposed within the country where the waste is generated.

A13.3. Identification IAW European ESOH.

A13.3.1. The second identification of HW/CW ensures compliance with marking requirements IAW European ESOH provisions. The HW/CW monitor of the unit will follow the instructions listed in attachment 8 of this instruction and the appropriate chapter of the final governing standard (FGS). The appropriate risk, “R”, and safety, “S”, statements IAW 76/548/EEC and 1999/45/EC must be shown on the waste label for waste from substances produced prior to 1 Dec 2010. For waste from substances produced after 1 Dec 2010 the instructions listed in attachment 8 of this regulation apply. In this case only hazard, “H”, and preventive, “P”, statements are authorized. For waste from mixtures or articles containing hazardous material produced until 30 June 2015 both sets of statements can be used. After 30 June 2015 only “H” and “P” statements are authorized. “R” and “S” statements will be obsolete after 30 June 2015. EC 1272/2008 includes both sets of statements and is therefore the recommended tool to determine proper ESOH identification for waste labels. Waste group 180103 and 180202 describe infectious CW. For these two groups there are no “R”, “S”, “H”, or “P” statements listed. Enter “R”, “S”, “H”, or “P” statements, as appropriate, into block 5 of the USAFE Form 1930. Only the codes are required. The in-the-clear text is not required. Make sure the “R” and “S’, or “H” and “P” codes referenced in the HW profile sheet are included in the waste label.

A13.4. Identification IAW Dangerous Goods Regulations.

A13.4.1. The unit HW monitor will complete block 4 of USAFE Form 1930 IAW duties listed for shippers, Para 8.3, consignors, Para 8.4, packers, Para 8.13, and HW storage IAW Para 8.15. With that this block contains all marking, labeling, packing and identification information required IAW DG rules. Any special information found in the DG regulations requiring in-the-clear explanation will be entered into block 5 of the form. A person trained as Technical Expert, holding a certificate from the DG XXXX 10A training, will sign the bottom of the HW profile sheet. The signature does not constitute certification of the waste. It is only for the purpose of identification to the disposal company. The CEAN/CW monitor

will comply with Para 8.2, ordering party duties, when submitting the information through contracting to the contractor.

A13.5. Monitoring of HW/CW pick up.

A13.5.1. A trained UDGA must be present at the time of the pick up of the HW/CW. The UDGA will ensure the carrier movement documentation reflects the information given in block 2b, block 4 and 5 of USAFE Form 1930, without change. The UDGA ensures all labels and markings IAW waste rules and DG rules are affixed, not damaged, and are clearly visible. The UDGA will also ensure the packing codes on the outside containment match the DG regulation and, in case of plastic containments, the packages are still valid for HW/CW. Labels will not be placed over any other relevant markings. Markings and labels must be weather resistant and durable.

Figure A13.1. HW Profile Sheet, USAFE Form 1930 Sample (Front).

HAZARDOUS WASTE PROFILE SHEET

PART I

A. GENERAL INFORMATION

1. GENERATOR NAME: 578 MARD
WASTE PROFILE NO.: MARD 05-11

2. FACILITY ADDRESS: Paint Shop
3. ZIP CODE: 123456
4. GENERATOR ID Base: MARDY x
5. GENERATOR ID Unit: MARDY 150

6. TECHNICAL CONTACT: Joe Darren
7. TITLE: Tech Specialist
8. PHONE: 012-5477

B. WASTE INFORMATION

1. NAME OF WASTE:

2a. USEPA or STATE WASTE CODE(S):

2b. STATE/LOCAL/ **European Waste Code (IAW Basel Convention):** 160504

2c. ☑ Transboundary movement IAW USAFE 23-104 (2011 revision), Para 5.4

3. PROCESS GENERATING WASTE: Solvent

4. PROJECTED ANNUAL VOLUME/UNITS:
5. MODE OF COLLECTION: Truck

6. IS THIS WASTE A DIOXIN LISTED WASTE AS DEFINED IN 40 CFR 261.31? ☐ YES ☑ NO

7. IS THIS WASTE RESTRICTED FROM LAND DISPOSAL:
- Environmentally Hazardous? ☑ YES ☐ NO
- Has An Exemption Been Granted? ☐ YES ☑ NO
- Does The Waste Meet Applicable Treatment Standards? ☑ YES ☐ NO

REFERENCE STANDARDS:

PART II

1. MATERIAL CHARACTERIZATION *(OPTIONAL-NOT REQUIRED DATA)*

COLOR: yellow
DENSITY:
BTU/LB:
TOTAL SOLIDS:
ASH CONTENT:

LAYERING: ☐ MULTILAYERED ☐ BILAYERED ☐ SINGLE PHASE

2. CHARACTERISTICS

PHYSICAL STATE (check one): ☐ SOLID ☑ LIQUID ☐ SEMI-SOLID ☐ GAS ☐ OTHER

OTHER CHARACTERISTICS: (Check all that apply)

☑ IGNITABLE (D001) ☐ IGNITABLE (D001) ☐ REACTIVE (D003) ☐ WATER REACTIVE ☐ CYANIDE REACTIVE ☐ SULFIDE REACTIVE

FLASH POINT (F) 53.96 pH

☐ HIGH TOC (> 10%) ☐ LOW TOC (< 10%) TREATMENT GROUP: ☐ WASTEWATER ☐ NON-WASTEWATER

3. CHEMICAL/MATERIAL COMPOSITION (list all components and contaminants, including PCB's and any applicable F-Listed and underlying hazardous constituents) Range total must equal 100%

CAS #	COMPONENT	CONCENTRATION	RANGE
64−17−5	ETHYL ALCOHOL	85	see block 5

Figure A13.2. HW Profile Sheet, USAFE Form 1930 Sample (Back).

HAZARDOUS WASTE PROFILE SHEET *(continued)*

WASTE PROFILE NO. MARD 05-11

4. SHIPPING INFORMATION: This is the responsibility of the unit generating the waste. See USAFE 23-104 (2011 revision) Para 8.3 in conjunction with Para 8.15

HAZARDOUS MATERIAL for TRANSPORATION PURPOSES? ☑ YES ☐ NO (if no, skip to block 5)

PROPER SHIPPING INFORMATION (IAW ADR/RID/IMDG) Information must be exactly in this sequence on the turn in document and in the call order.

UN	Proper Shipping Name	Technical Name	Labels	Packing Group	Tunnel Code
1993	Waste Flammable Liquid N.O.S	Ethyl Alcohol	3	I	D/E

ADDITIONAL PROVISION: if the technical name is not available contact the Installation or Command Dangerous Goods Advisor for assistance with the proper classification. Material identified under the Basel convention that is not listed in table A, Ch 3.2 ADR, but is determined to be harmful to the aquatic environment based on Para 2.1.3.8, ADR, in conjunction with classification criteria outlined in 2.2.9.1.10 ADR will be classified as UN 3082, Waste Environmentally Hazardous Substance, Liquid, N.O.S (technical name), 9, III, or UN 3077, Waste Environmentally Hazardous Substance, Solid, N.O.S (technical name), 9, III. Waste that meets the classification criteria of hazard classes 1-9 must be researched IAW ADR 2.1.3.8 to identify whether the material meets the "Environmentally Hazardous Substance (EHS)" criteria. In case the EHS criteria is met add the information listed in ADR 5.4.1.1.18 for movement by road and in IMDG 5.4.1.4.3 for movement by Sea.

Packing Rule(s): P001	☑ BULK/Portable Tank	☑ IBC	☑ PACKAGE
Special Prov:	Spec: T11/L4BN		Spec: P001
Mixed Packing: MP7; MP17	Special Prov: TP1; TP27		

Remarks: WEIGHT RESTRICTION: KG

DOT REPORTABLE QUANTITY (RQ)

EMERGENCY RESPONSE GUIDE EDITION (YR) EMERGENCY RESPONSE NUMBER

5. SPECIAL HANDLING INFORMATION

LD 50 rate: 5628 MG/KG; RAT ORAL 7300 MG/KG; MOUSE ORAL 15800 MG/KG; RABBIT DERMAL 14200 MG/KG; RABBIT ORAL. LC 50 rate 64000 PPM/4 H RAT INHALATION.
Pictogram: GHS02; Danger!; H225 Highly flammable liquid and vapour;
Precautionary Statement Prevention: P210; P233; P240; P241; P242; P243; P280;
Precautionary Statement Response: P303 + P361 + P353; P370 + P378
Precautionary Statement Storage: P403 + P235
Precautionary Statement Disposal: P501 Dispose of contents/container to HW location Bldg 522, bin 4A;
Note: see EC 1272/2008 for in the clear text of Precautionary statements in English and the country of origin.
Precaution against electric discharges during loading and unloading. Special provisions S2 and S20 ADR 8.5 apply.
Hazard identification number is 33.

6. Description

I, (PRINT NAME) HEREBY DECLARE ALL INFORMATION SUBMITTED IN THIS AND ALL ATTACHED DOCUMENTS IS TO THE BEST OF MY KNOWLEDGE AN ACCURATE DESCRIPTION OF THE WASTE OFFERED FOR MOVEMENT TO THE DISPOSAL SITE IDENTIFIED BY DLA DISPOSITION SERVICE CONTRACT/CLINICAL WASTE CONTRACT. ALL KNOWN OR SUSPECTED HAZARDS HAVE BEEN DISCLOSED.

LENGERT.KURT.P.1287595553, kurt.lengert@ramstein.af.mil

SIGNATURE OF UNIT REPRESENTATIVE OFERING THE WASTE Date

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A13.5.2. **(Added-AVIANO)** Aviano Air Base users and hazardous waste producers are distributed within the flight line main installation and on off base dislocated areas. The installation HW program is CE/CEIE coordinated and supported, based on the Final

Governing Standards (FGS) for Italy. HW materials are picked up by a contractor who is also tasked to comply with all DG ADR regulations applicable. The HW material becomes DG/HW once enters the public roads in which case, full ADR regulation applies. Personnel at their respective level, involved in HW preparation process regarding information required to properly identify the material on documentation and on the outside packages, must be trained and appointed IAW USAFE 23-104 para 5.1. If mistakes are entering the public traffic area and identified by the HN (Host Nation) authorities, Breaching of Administrative Act or Criminal Act rules, fines apply.

Table A13.1. (Added-AVIANO) HW Collection points: Aviano Hazardous Waste Storage Areas.

Bldg. #	Shop	Organization	ID #	Phone
43	FMO	31 CES/CEAC	1001	7872
9041	Mike Loop	31 CES/CEIE	1003	5394
1334	Golf Course	31 CES/CEIE	1004	5394
10296	TDW Area F	31 CES/CEIE	1005	5394

Table A13.2. (Added-AVIANO) Reclaimable HM Pick-Up Points.

Bldg. #	Shop	Organization	ID #	Phone
1464	Auto Hobby Center	31 FSS/FSCA	1611	2277
9041	Main Facility Hazardous Waste Turn-in	31 CES/CEIE	1003	5394
1046	Power Production	31 CES/CEOFP	1011	8215
1174	31 MXS (AGE)	31 MXS/MXMG	1321	4656
1010	31 LRS/VM	31 LRS/LGRV	1711	8848
1442	31 CS	31 CS	N/A	6834
10296	Alternate Facility, Hazardous Waste Turn-in	31 CES/CEIE	1005	5394

Table A13.3. (Added-AVIANO) 31FW Aviano Air Base Hazardous Waste Accumulation Points Hazardous Waste Accumulation Point Listing.

AP#	Bldg. #	Shop Name	Office	Phone
1011	1046	31 CES - Power Production	CEOFP	8215
1012	416	31 CES - Structures	CEOHS	5795
1014	407	31 CES - Appliance Shop	CEOFL	5822
1016	421	31CES - Electrical Shop	CEOFE	5702
1016	939	31 CES - Explosive Ordinance Disposal	CED	7345
1018	13265	31 CES - Utilities	CEOIF	7517
1022	430	31 CES - HVAC	CEOIH	5498
1024	1333	31 CES - Pest Management	CEOIE	8213
1026	1036	31 CES – Pavement/Grounds Maintenance	CEOHP	7725
1202	1442	31 CS - Surety Systems	SCOT	7780

1203	1442	31 CS - Radar Systems	SCOT	1307
1204	1442	31 CS - RF Transmission Systems	SCOT	8811
1206	1330	31 CS - Cable Systems	SCOW	7391
1311	1143	31 MXS - Hydraulics	MXMCH	7712
1312	1163	31 MXS - Fuels	MXMCF	7452
1313	1198	31 MXS - Egress	MXMCG	8896
1314	1174	31 MXS - NDI	MXMFN	7544
1318	973	31 MXS - Structural Maintenance	MXMFS	7545
1321	1174	31 MXS - AGE	MXMG	4664
1324	1229	31 MUNS - Armament	MXWR	8998
1327	946	31 MXS – Electronic Warfare	MXMVW	8306
1328	907	31 MXS - PMEL	MXMD	4103
1329	946	31 MXS – Pack and Wrap	MXMTP	7102
1330	1568	31 MUNS - Munitions Inspection	MXWCB	4849
1331	1445	31 MUNS - Munitions Support	MXWPD	4514
1332	1445	31 MUNS - Weapons Maintenance	MXWSW	7823
1333	1530	31 MUNS - Precision Guided Munitions	MXWPCX	7454
1335	1530	31 MUNS - Conventional Munitions	MXWPA	8138
1337	1270	31 MUNS - Flight Line PGM	MXWPCX	3010
1411	1420	31 SFS - Combat Arms	S4AR	7887
1412	14231	31 SFS - Armory	S4AR	8720
1511	1032	31 LRS - Hazmat Pharmacy	LGRMSH	7024
1512	1048	31 LRS - Fuels Management	LGRFIL	4771
1611	1464	31 FSS – Auto Hobby	FSCA	2277
1612	176	31 FSS - Bowling Center	FSCB	7487
1613	1391	31 FSS -Golf Course	FSCG	7386
1614	1480	31 FSS - Lodging	FSVL	8118
1711	1010	31 LRS - Vehicle Maintenance	LGRV	8848
1713	1000	31 LRS - Refueling Maintenance	LGRF	7549
1911	1173	31 AMXS - 510th AMU	MXAAF	4831
2011	1237	31 AMXS - 555th AMU	MXABF	8160
2012	925	31 MXS - Phase Dock	MXMTC	4602
2311	121/A1	31st Medical Group	SGSM	5299
2312	1410	31 FSS - Vet Clinic	FSCV	8485
2401	1133	31 OSS - 510 Life Support Operations	OSLA	8916
2402	11173	31 OSS - 510 Life Support Operations	OSLB	8916
2303	1230	31 OSS - Back Shop/Fabric Repair/ Parachute Rigging and Repair Shop	OSLM	8916
3000	1411	Commissary DECA		
3500	1411	AAFES		
9999	TDW	31 CES Environmental	CEIE	5394

A13.5.3. **(Added-AVIANO) Dangerous Goods Transport Document Sample.**

Figure A13.3. (Added-AVIANO) Dangerous Goods Transport Document Sample.

Dangerous Goods Transport Document

Shipper	Recipient

Commercial Company: _____ Truck license plates: _____

Products	No.	Packaging	ADR Proper shipping name info	T.C.	Quantity	U. M.

Total goods in Limited Quantity Kg./L.:

DANGEROUS GOODS QUANTITY Kg./L.:_____

TOTAL QUANTITY WITHIN THE EXEMPTION LIMIT IAW ADR 1.1.3.6.3 <1000: _____

MOST STRINGENT TUNNEL RESTRICTION: _____

Signature: _____ *Date:* _____

A13.5.4. **(Added-AVIANO) 31 FW/UDGA Continuity Binder Contents.**

Table A13.4. (Added-AVIANO) 31 FW/UDGA CONTINUITY BINDER CONTENTS.

TAB	CONTENTS	SPECIFICS
A	USAFEI 23-104	USAFEI
B	USAFEI 23-104	31 FW Supplement Instruction
C	Appointment Orders	UDGA - USAFE Form 66 Certifier - USAFE Form 67A Mode Air Certifier - USAFE Form 67B Mode Surface
D	Reports	Annual DG Report - USAFE Form 60 Accident Report - USAFE Form 61 Monitoring Report - USAFE Form 63
E	Updated MSDS inventory	All DG/HW material by UN number and respective MSDS
F	Unit trained personnel	Unit list of trained personnel by rank, name, training date and DEROS
G	Vehicles/tanks ADR	List of certified vehicles ADR inspections certificates and tank records
H	Unit Procedures and Instructions	Unit checklists DG/HW load securing and safe movement Accident incident safety procedures Security Plan

A13.5.5. **(Added-AVIANO) 31FW Aviano Installation Dangerous Goods Program Structure.**
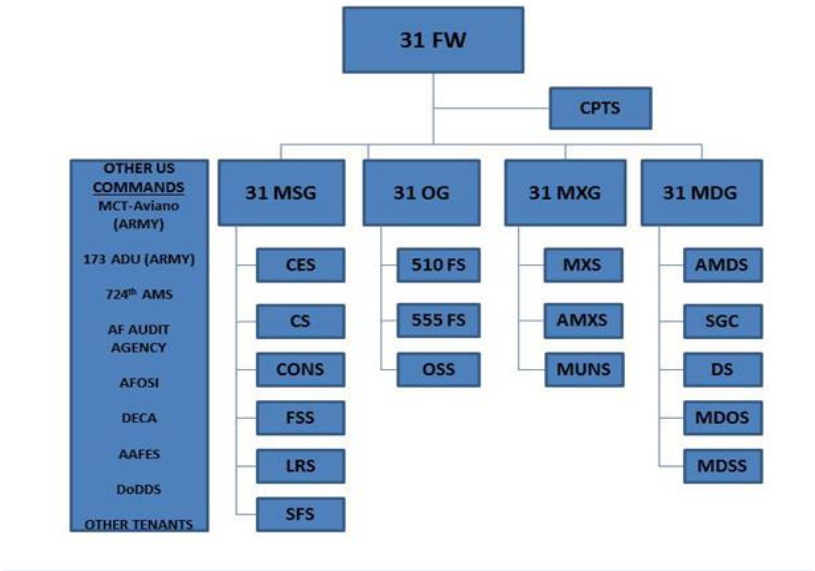
Figure A13.4. (Added-AVIANO) 31FW Aviano Installation Dangerous Goods Program Structure.