



# DANGEROUS GOODS CODE OF CONDUCT

## Introduction

The freight forwarder's role in the transport chain will inevitably bring him into contact with consignments of goods classed as dangerous by the regulations that apply to the different modes of transport.

By definition such goods have the potential to cause harm to individuals and the environment. Failure to recognise the consequences of exposure to dangerous goods is irresponsible. Deliberate avoidance of compliance with regulations is criminal.

To avoid misunderstanding, and in the interests of clarity, **BIFA has prepared the following policy statements:-**

1. In order to identify goods classed as dangerous or hazardous the Association expects all members to be aware of dangerous goods regulations in those modes of transport in which services are provided.
2. Relevant staff should be trained to the level of need in order to be able to check documentation and, if appropriate, the packing and marking of goods for compliance with regulations.
3. The Association notes and supports the introduction of mandatory training in the regulations relating to the transport of dangerous goods by all modes, and that such training be subject to certification and regular revalidation.
4. It is not a defence for member companies of the Association to declare that they do not handle dangerous goods, in order to avoid the need for knowledge of the regulations.

## Additionally, when acting as a carrier:-

5. It is responsibility of the manufacturer/shipper to provide a correctly completed and signed dangerous goods declaration. The Association does not recommend this as an appropriate responsibility for the freight forwarder (it is illegal in the air regulations). There are severe legal penalties resulting from the signing of compliant declarations which subsequently prove to be incorrect.
6. All members are required to bring to the attention of exporters, shippers and manufacturers involved in the movement of dangerous or hazardous consignments those situations where the documentation fails to comply with the appropriate regulations. This does not extend to accurate identification of materials referred to on the documents.
7. All members are required to bring to the attention of carriers, sub-contractors and other members the hazardous or dangerous nature of any consignment tendered for shipment or any other physical service.

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