ONR Transport Competent Authority Newsletter

January to June 2025

# Introduction

Welcome to the latest newsletter from our Transport Competent Authority (TCA).

ONR is the Competent Authority and Enforcing Authority for the civil carriage of Class 7 dangerous goods (radioactive material) in Great Britain (GB) by road and rail. These statutory duties are conferred on ONR by the [Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009](https://www.legislation.gov.uk/uksi/2009/1348/contents) (CDG09), and [the Energy Act 2013](https://www.legislation.gov.uk/ukpga/2013/32/contents).

As well as discharging ONR’s functions in respect of the above, the TCA also provides support to other UK competent authorities with respect to transport of Class 7 dangerous goods by sea and air, and by land in Northern Ireland. We are also the enforcing authority for the [Ionising Radiations Regulations 2017](https://www.legislation.gov.uk/uksi/2017/1075/contents) (IRR17) for civil transport.

The TCA provides generic guidance and support on how dutyholders may comply with relevant legal requirements via our [website](http://www.onr.org.uk/transport/index.htm) and stakeholder events.

For advice on specific transport activities, dutyholders should consult their Radiation Protection Adviser (RPA) and/or Dangerous Goods Safety Adviser (DGSA).

# Inspections and compliance activity

We undertake a programme of planned compliance inspections of dutyholders that have transport responsibilities. Inspections are undertaken in person at dutyholders’ premises, at the roadside, or remotely.

Between January and June, we have undertaken transport compliance inspections of the nuclear sector (e.g. site licensees) and non-nuclear sector (e.g. hospitals, universities, carriers etc.) dutyholders. These inspections once again identified the following thematic areas of non-compliance:

* Inadequate management systems.
* Inadequate radiation risk assessments.
* Inadequate training and competency.

In addition to our existing inspection plan and stakeholder engagement, we are developing new approaches to respond to regulatory findings. In particular, we are keen to develop industry’s understanding of the legislative requirements and regulatory expectations of all participants in the transport supply chain, as we have increasing intelligence that this is not well understood in some areas. We will also increase our attention on international transport routes into and out of the country as this also often involves a number of organisations.

Guidance relevant to transport compliance inspections is available on our [website](https://www.onr.org.uk/our-work/what-we-regulate/transport-of-radioactive-material/guidance-and-resources/). Please contact [class7@onr.gov.uk](mailto:class7@onr.gov.uk) if you would like to request additional information about ONR’s transport inspection activity in future newsletters.

Transrad SA and Reviss Servies (UK) Ltd have complied with improvement notices in relation to their transport activities for the movement of High Activity Sealed Sources (HASS). Further information on this topic is available from our [website](https://www.onr.org.uk/news/all-news/2025/04/transport-companies-comply-with-improvement-notices).

# Contingency and Emergency Planning

There is a requirement for dutyholders with a CDG09 emergency plan to test it at least every three years and provide us with a report on the test’s outcome. If you have tested your CDG09 emergency plan recently, please send your report to [class7@onr.gov.uk](mailto:class7@onr.gov.uk), if you haven’t already done so.

On our website there is guidance on [emergency planning for transport incidents](https://www.onr.org.uk/transport/five-steps-transport-emergency-planning.docx) and [transport radiation risk assessment](https://www.onr.org.uk/media/ndunfeng/td-tca-gd-003.docx).

We have recently revised our inspector guidance in relation to CDG09 radiation emergencies (NS-INSP-GD-066 - The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 – Schedule 2 – Radiation Emergencies) and this is now available on our [website](https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.onr.org.uk%2Fmedia%2Fi4oiks4p%2Fns-insp-gd-066.docx&wdOrigin=BROWSELINK).

# Competent Authority Approval

Our [‘Applicants Guide'](https://www.onr.org.uk/media/rdnn01ig/tra-per-gd-014.docx) provides guidance to organisations applying to us for Competent Authority approval for new designs, renewal of existing approvals, validation of overseas approvals or modifications to approved designs.

On our website there are copies of the [regulatory reports](https://www.onr.org.uk/publications/publication-search?type=projectAssessmentReportPublication&site=Transport+dutyholders) justifying competent authority decisions to grant approval, and any associated certificates of approval.

# Enforcement

Where non-compliances are identified during inspections or following reported incidents, we will consider enforcement action in accordance with our [Enforcement Policy Statement (EPS).](https://www.onr.org.uk/documents/enforcement-policy-statement.pdf)

We have served an improvement notice on Direct Rail Services Limited (DRS) when it was discovered that it appointed a subcontractor who was not complying with applicable regulations. Further information on this is available from our [website](https://www.onr.org.uk/news/all-news/2025/06/improvements-required-at-nuclear-material-rail-freight-company).

# Incidents and operational experience

We are notified of transport incidents via our incident notification (INF1) reporting process; these incidents, along with previously reported incidents, are reviewed on a regular basis. This information is used to identify any trends/themes to allow us to better target our regulatory resources/provide appropriate guidance.

We have noted a number of incidents in relation to incorrectly delivered packages. These have been due to either the carrier incorrectly delivering the package or the consignor incorrectly marking the package/documentation. This is a reminder that it is both the carrier’s and consignor’s responsibility that any package which is handed over is the correct package and aligns with the information provided within the transport documentation.

We have noted a number of road traffic accidents in recent months. If you are a carrier transporting Class 7 Dangerous goods, you must have undertaken a Radiation Risk Assessment which identifies the reasonably foreseeable radiation accidents and have an appropriate contingency/emergency plan in place.

We have continued to see packages being imported (predominantly via air) whereby goods have been consigned to an interim destination (such as a port or airport) and the consignee or the freight forwarder has organised an onward journey (via a local carrier) within GB to the final destination, such that the carrier is not compliant with Class 7 dangerous goods transport legislation. It is the legal responsibility of the dutyholder who has organised the onward journey of such packages to ensure that all companies they contract (and subcontract) to undertake the transport of Class 7 dangerous goods as part of that onward journey meet the requirements of CDG09. Further information on this can be found in our [Industry Awareness Brief.](#_Changes_to_regulations)

Incidents should be reported using the process set out on our [website](https://www.onr.org.uk/about-us/contact-us/notify-onr/).

# Security

ONR is also the enforcing authority for the [Nuclear Industries Security Regulations (NISR) 2003](https://www.legislation.gov.uk/uksi/2003/403/contents/made). Where NISR 2003 applies, dutyholders must have an approved transport security statement and ensure they comply with the standards, procedures and arrangements that are stated in it. If dutyholders wish to amend their transport security statement, they must gain approval from us before doing so.

# Radiological Protection

Before any civil transport of Class 7 dangerous goods occurs, the dutyholder must have a suitable and sufficient Radiation Risk Assessment for normal transport operations (this could be preparation of a package, loading, in-transit storage and unloading at its destination as well as carriage) and transport events (accidents, breakdowns, theft etc).

You can find [transport radiation risk assessment](https://www.onr.org.uk/media/ndunfeng/td-tca-gd-003.docx) guidance on our website.

Transport dutyholders must also have (as appropriate) IRR17 notification, registration and consent from ONR or the Health and Safety Executive (HSE) before transporting Class 7 dangerous goods. Dutyholders should note that ‘transport’ is not only ‘physical carriage’ and that this is still a requirement for loading, unloading or in-transit storage of Class 7 dangerous goods.

Dutyholders should specifically note that if they are transporting high activity sealed sources (HASS) as defined in IRR17 Regulation 2 and Schedule 7, they require IRR17 consent.

Dutyholders should ensure that all organisations within their transport chains have appropriate notification, registration and consent and should stop using any organisation who does not.

More details can be found on our [website](https://www.onr.org.uk/our-work/what-we-regulate/other-regulationslegislations/ionising-radiations-regulations-2017/) and the [HSE website](https://www.hse.gov.uk/radiation/ionising/notify.htm), and from dutyholders’ appointed RPAs.

The French regulator has also introduced new requirements for transporting HASS within France. Further information on this can be found in the International section of this newsletter (below).

ONR provides technical advice to pave way for issuing of first transport company consent under new UK process

We have provided key technical advice to allow a fellow regulator to issue the first-ever consent to transport a type of radioactive material using a newly updated system which facilitates compliance with IRR17.

On 3 June, the HSE gave consent to Swissport GB Limited for transporting HASS.

As soon as the international carrier organisation, which operates from London Heathrow and Manchester airports, realised that their contracted RPA had not advised on IRR17 consent requirements, they immediately reported this to us which led to regulatory enforcement action being taken in 2024.

Swissport has now contracted a new RPA and applied for the correct consent to achieve compliance.

Since October 2023, all new dutyholders who want to transport HASS need to submit a safety assessment and be inspected at their premises.

For certain transport companies, this review and inspection is undertaken by us, and we then provide advice to the HSE for consent to be granted. This joint working is required because both the HSE and ONR regulate compliance with IRR17 in Great Britain.

We regulate all nuclear premises as well as the civil transport of radioactive material by road, railway and inland waterway while HSE regulates compliance with IRR17 for all other premises and defence transport.

The new consent system was introduced to minimise the burden on transport dutyholders by avoiding multiple regulators inspecting the same premises or activities.

The new system also provides better oversight of higher risk activities and brings the UK in line with International Atomic Energy Agency standards.

In early 2024, we issued [the first consent](https://www.onr.org.uk/news/all-news/2024/02/onr-issues-first-consent-under-updated-application-of-uk-radiation-laws) to a nuclear site dutyholder (NNB Generation Company (HPC) Ltd at Hinkley Point C) under this updated IRR17 system.

# Changes to regulations and ONR guidance

Inspector Awareness Briefs

Inspector Awareness Briefs (IABs) primarily inform inspectors about relevant topics; they identify the facts of a situation and identify actions for inspectors to consider.

Four IABs have been produced by the TCA which can be used by dutyholders to adapt their arrangements to secure compliance with the law:

* [Importers and freight forwarders](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsrp-uk.us4.list-manage.com%2Ftrack%2Fclick%3Fu%3D23a284e1f8becae1cbdf405cb%26id%3D8bc9bae055%26e%3D2e93ebeb38&data=05%7C02%7Cnicola.jaynes%40onr.gov.uk%7Cc2cd1d69a6aa4dbe076508dd66e4948d%7C742775df807748d681d01e82a1f52cb8%7C0%7C0%7C638779854135807792%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=25oF3QK6StT5GWolBjLbtm4jBuYF4JFAHqIQtIF%2Bom8%3D&reserved=0) – identifies the legal responsibilities of organisations who organise, plan and contract for Class 7 dangerous goods to be transported but do not handle them directly.
* [One single transport document](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsrp-uk.us4.list-manage.com%2Ftrack%2Fclick%3Fu%3D23a284e1f8becae1cbdf405cb%26id%3De5cf6ecd8e%26e%3D2e93ebeb38&data=05%7C02%7Cnicola.jaynes%40onr.gov.uk%7Cc2cd1d69a6aa4dbe076508dd66e4948d%7C742775df807748d681d01e82a1f52cb8%7C0%7C0%7C638779854135820181%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=%2BcYRNlKYPuIa4aTScG3YWCU%2FeX495EiEd2G05aJ2Z88%3D&reserved=0) – identifies the requirement to have a single dangerous goods transport document covering the full end-to-end journey of a consignment.
* [Hospital package delivery and return](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsrp-uk.us4.list-manage.com%2Ftrack%2Fclick%3Fu%3D23a284e1f8becae1cbdf405cb%26id%3D272a3810e7%26e%3D2e93ebeb38&data=05%7C02%7Cnicola.jaynes%40onr.gov.uk%7Cc2cd1d69a6aa4dbe076508dd66e4948d%7C742775df807748d681d01e82a1f52cb8%7C0%7C0%7C638779854135832555%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=4CBVw5VCXAw5VZD0ioykOjTvrB%2BMcpFBqMf4GvpeAIs%3D&reserved=0) – identifies the responsibilities of dutyholders to manage the receipt and return of packages – especially when delivered out-of-hours.
* [Use of non-OEM sources in QSA Global 880 packages](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsrp-uk.us4.list-manage.com%2Ftrack%2Fclick%3Fu%3D23a284e1f8becae1cbdf405cb%26id%3D67a6c2a1e4%26e%3D2e93ebeb38&data=05%7C02%7Cnicola.jaynes%40onr.gov.uk%7Cc2cd1d69a6aa4dbe076508dd66e4948d%7C742775df807748d681d01e82a1f52cb8%7C0%7C0%7C638779854135844988%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=2Xb1WDDhsJ01M0w3g%2Bfj5atccjTyqDgV1MNdjPNeZcU%3D&reserved=0) – identifies the legal requirements regarding the use of non-OEM (third-party) sources in both competent authority-approved and non- CA approved packages.

Memorandum of Understanding

We have recently signed a revised Memorandum of Understanding (MoU) with the Office of Rail and Road (ORR) to clarify responsibilities when Class 7 dangerous goods are being transported by rail. Further information is available from our [website](https://www.onr.org.uk/news/all-news/2025/06/renewed-memorandum-of-understanding-between-nuclear-and-rail-regulators)

Guidance

The following guidance documents have been revised:

* [NS-INSP-GD-066](https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.onr.org.uk%2Fmedia%2Fi4oiks4p%2Fns-insp-gd-066.docx&wdOrigin=BROWSELINK) - The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 – Schedule 2 – Radiation Emergencies
* [NS-INSP-GD-075](https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.onr.org.uk%2Fmedia%2Fz31bhe5v%2Fns-insp-gd-075-transport-inspection-type-a-packaging-design-compliance-1.docx&wdOrigin=BROWSELINK) - Type A Packaging –Design Compliance

International

The TCA interfaces with other Competent Authorities across the world via bilateral and multilateral interactions, most notably through the UK representative on the IAEA Transport Safety Standards Committee (TRANSSC).

An updated version of SSR-6 (including updated A1/A2 values) is due for publication by the IAEA at end of 2025 or early 2026. These changes will then be incorporated into the modal regulations, likely from 2027 onwards.

From 1 January 2026, dutyholders transporting HASS classified as category A, B or C by road through France, must hold an ANSR authorisation. Further information is available from their [website](https://www.asn.fr/espace-professionnels/transport-de-substances-radioactives/autorisation-et-declaration-des-entreprises-realisant-des-tsr-en-tout-ou-partie-en-france#autorisation-et-declaration-des-entreprises-realisant-des-tsr-en-tout-ou-partie-en-france).

In May, the TCA hosted the European Association of Competent Authorities (EACA) in Redgrave Court. This meeting was to collaborate about maintaining high levels of safety in radioactive material transport across the continent.

There were delegates from France, Norway, Germany, Slovakia, Switzerland, Slovenia, Czech Republic, Spain, Finland, Sweden, Italy and Holland. Safety aspects of package design, ageing management, emergency response, carrier requirements and other regulatory topics were discussed.

This engagement helps to influence developing international advice and guidance for safety and security that globally harmonises transport regulations for radioactive material and incorporates best practice into the UK regulatory system to promote and sustain high standards.

If you are aware of any international engagements which we do not currently attend and where our attendance would add value, contact us by emailing [contact@onr.gov.uk](mailto:contact@onr.gov.uk).

# Stakeholder engagement

We attend engagements to provide feedback on inspections, notifiable incidents, and enforcement action to a range of different stakeholder groups.

Between January and June TCA inspectors presented at:

* The Society for Radiological Protection [Annual conference](https://www.linkedin.com/feed/update/urn:li:activity:7330897508925067264) in Hull, on the recently published [Inspector Awareness Briefs](#_Changes_to_regulations); and
* A Health and Safety Executive Radiation Protection Advisers Workshop in Bootle, on the IRR17 Consent process for specific transport dutyholders.

Between January and June TCA inspectors attended the following stakeholder meetings:

* Department for Transport Industry Advisory Group.
* Radioactive Materials User Committee.

In June, the TCA held a joint regulators meeting with the Department for Transport, the Department for Energy, Security and Net Zero, the HSE, the Defence Nuclear Safety Regulator and the UK Civil Aviation Authority in Bootle. Topics discussed included joint inspections, agency agreements, denial of shipments, transport incidents and sharing of learning.

If you are aware of any stakeholder group/engagements which we do not currently attend and where our attendance would add value , contact us by emailing [contact@onr.gov.uk](mailto:contact@onr.gov.uk).

# Frequently Asked Questions (FAQs)

Refer to our [webpage](https://www.onr.org.uk/our-work/what-we-regulate/transport-of-radioactive-material/frequently-asked-questions/) to see responses to FAQs, which is updated on a regular basis. The latest updated FAQs for the webpage are the following:

**I am an international carrier wanting to transport Class 7 Dangerous Goods within Great Britain (GB). I currently have a Radiation Protection Programme (RPP) in accordance with ADR 1.7.2. Is this compliant with UK legislation?**

In order to transport Class 7 Dangerous Goods (radioactive material) in Great Britain (GB), you must comply with the requirements of the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended) (CDG09) and the Ionising Radiations Regulations 2017 (IRR17). Whilst meeting the requirements of IRR17 fulfils the requirements within ADR 1.7.2 for an RPP, meeting the requirements of ADR 1.7.2 does not meet all IRR17 requirements.

International carriers wanting to transport Class 7 Dangerous Goods within GB should refer to FAQ ‘My company is considering transporting Class 7 Dangerous Goods (radioactive material). What do we need to do to ensure we are legally compliant?’.

### My company is considering transporting Class 7 Dangerous Goods (radioactive material). What do we need to do to ensure we are legally compliant?

In order to transport Class 7 Dangerous Goods (radioactive material) in Great Britain (GB), you must comply with the requirements of the [Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended) (CDG09)](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.legislation.gov.uk%2Fuksi%2F2009%2F1348%2Fcontents&data=05%7C02%7CONR.Online%40onr.gov.uk%7C102a3e25b4f045b6de9108dbffeb5401%7C742775df807748d681d01e82a1f52cb8%7C0%7C0%7C638385158414930461%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=hLwuwBoFgTuizT2xv6dSO8iB61TSpfztURqvLdelIh4%3D&reserved=0) and the [Ionising Radiations Regulations 2017 (IRR17)](https://www.hse.gov.uk/pubns/books/l121.htm).

CDG09 Regulation 5 invokes the Agreement for the International Carriage of Dangerous Goods by Road (ADR) and the Regulations for the International Carriage of Dangerous Goods by Rail (RID) into GB law, and places additional requirements on transport dutyholders relating to emergency arrangements and notification of transport events.

* Examples of ADR and RID requirements include classification of radioactive material, package design, marking and labelling of packages and vehicles, provision of emergency equipment and emergency instructions on vehicles, training, security and management systems.
* Examples of IRR17 requirements include notification or obtaining registration or consent from the ‘appropriate authority’ and the production of radiation risk assessments and contingency plans for transport operations.
* Both CDG09 and IRR17 require transport dutyholders to consult, and where appropriate, appoint safety advisers (Dangerous Goods Safety Advisers (DGSAs) and Radiation Protection Advisers (RPAs)) to obtain advice on how to comply with CDG09, ADR, RID and IRR17.

Any company considering transporting radioactive material should seek the advice of a DGSA and an RPA, who is familiar with GB law, in order to obtain advice on what they must do before they begin to transport radioactive material. The following links may be useful:

* [Transport Radiation Protection advisors](https://www.onr.org.uk/our-work/what-we-regulate/transport-of-radioactive-material/radiation-risk-assessment-and-cdg/radiation-protection-advisors/)
* [Find a dangerous goods safety adviser](https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2Fpublications%2Ffind-a-dangerous-goods-safety-adviser&data=05%7C02%7CONR.Online%40onr.gov.uk%7C102a3e25b4f045b6de9108dbffeb5401%7C742775df807748d681d01e82a1f52cb8%7C0%7C0%7C638385158414930461%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=ug8ds6SNxQHZCYd5fQR4aLSSaR37MFE8ZuNoUGGFcXs%3D&reserved=0)
* [Notify, registration or consent for work with ionising radiation: How to notify or apply (hse.gov.uk)](https://gbr01.safelinks.protection.outlook.com/?url=https://www.hse.gov.uk/radiation/ionising/notify.htm&data=05|02|Nicola.Jaynes@onr.gov.uk|1f42858588754ea7f3e008dcc8010a73|742775df807748d681d01e82a1f52cb8|0|0|638605154011619793|Unknown|TWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0=|0|||&sdata=HKOhJ8mIAPLjDATg1J03/EPNpJ/A4FF/pyZvEFsOLAA=&reserved=0)

Additionally, the [Society for Radiological Protection has produced a guidance leaflet](https://srp-uk.org/resources/sector-guidance) for anyone considering transporting radioactive material.

**In cases where a competent authority approval is renewed against SSR-6 2018 and the “-96” modifier is removed from the certificate of approval, does the package marking need to be changed to align to the revised certificate identification?**

Where SSR-6 2018 Edition Para 535(a) states that changes to the identification mark on the packaging are only required when there is a change to the letter type codes, we interpret this to include changes arising from the removal of the “-96” modifier.

Consequently, marking of the package must be consistent with the identification mark on the competent authority certificate.

International practice – Both FANC and USDoT have confirmed that it is their expectation that the “-96” must not be affixed to the packages once removed from the associated certificate approval.

The GB competent authority advises that designers/consignors and carriers of competent authority approved packages, that are being transported internationally, should ensure that the identification mark on the package is consistent with the competent authority identification mark.

Where competent authority approved packages are being transported in GB only and a revised certificate of approval has been issued without the “-96” modifier, the GB competent authority advises that designers/consignors and carriers should ensure that the identification mark on the package is consistent with the competent authority identification mark prior to submission of any application for renewal of the competent authority approval.

**In cases where packages that do not require competent authority approval (self-approved packages) include a “-96” modifier as part of the identification on the package marking, does the package marking need to remove the modifier after 31 December 2025?**

SSR-6 2018 Edition Para 534 does not require any specific design identification number on the package marking and the GB competent authority has not specified the addition of any other identification of the packaging beyond what is required by Para 534. The GB competent authority advises that self-approved packages already marked with a “-96” modifier need not be changed.

The GB competent authority advises that for packages manufactured after 31 December 2025, where a certificate of compliance has been produced for non-CA approved packages, the package marking will be consistent with the design identification number.

Please note that we can only provide responses to FAQs which relate to legislation and guidance. For any other queries please contact your appointed RPA or DGSA.

# Feedback/Contact Us

What information would you like TCA to consider to be included within future TCA newsletters?

If you want to provide feedback, or need more information regarding the transport of Class 7 dangerous goods, our contact details are below:

**E-mail:** [contact@onr.gov.uk](mailto:contact@onr.gov.uk)