

Risk Management IMDG Code Requirements (amendment 35-10)

IIL/1 & IIL/2



TT CLUB
IS MANAGED
BY **THOMAS
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The IMDG Code requires every person involved in the movement of packaged dangerous goods by sea to have role specific training.

These pocket cards have been produced as an aid to those who deal with the documentation and the markings on both packages and cargo transport units to be carried in the maritime mode. They do not purport to satisfy the Code's training requirements, but are aimed to assist the checks that are required to ensure that packaged dangerous goods are safely conveyed.

All those involved in a supply chain that includes the maritime mode should be vigilant to ensure that

- (a) all goods bearing visual classification that indicate they are dangerous are properly declared on the transport documentation; and**
- (b) any package or cargo transport unit that includes goods declared to be dangerous bears appropriate visual classification.**

IIL/1 sets out the requirements in relation to **dangerous goods documentation**. Transport documents should not be accepted unless they contain all the required information. Decisions regarding carriage and stowage are based upon them.

IIL/2 shows key **labels, placards, marks and signs** that will be displayed on packages and cargo transport units. Declared packaged dangerous goods must be properly marked.



The polypropylene used in the making of this product is 100% recyclable



The paper used in the making of this product comes from sustainable sources

DANGEROUS GOODS BY SEA DOCUMENTATION

The following information is **ALWAYS** required on dangerous goods transport documents

1 United Nations Number (preceded by the letters "UN")	Provide 1 – 5 in this order with nothing in between
2 Proper Shipping Name including technical name in brackets when applicable	
3 Class (and Division when applicable)	
4 Subsidiary Hazard	
5 Packing Group (PG)	
6 Total quantity of dangerous goods (and number and kind of packagings). UN Packaging Codes may be used to supplement this information	
7 Declaration signed and dated by the consignor	

Number, type and capacity of each inner packaging within an outer packaging is not required to be indicated

See chapter 5.4 – Documentation of the IMDG Code, ICHCA International Safety Briefing Pamphlet number 3 and local guides to completion of the Dangerous Goods Note for further information

References to IMDG Code page numbers should **NEVER** appear on documentation

Further information that may be required is listed overleaf

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Further information is **SOMETIMES** required on the documentation depending on the nature of the dangerous goods concerned

- 1 **Special information for goods in classes 1, 6.2 and 7, for certain substances in classes 4.1 and 5.2 - and for cargo transport units under fumigation, certain segregation situations and movements of limited quantities**
- 2 **Supplements to the Proper Shipping Name such as: EMPTY UNCLEARED, WASTE, MOLTEN, HOT or MARINE POLLUTANT as applicable**
- 3 **Minimum flashpoint, if 60°C or below**
- 4 **The words LIMITED QUANTITY (or LTD QTY), SALVAGE PACKAGE or STABILIZED (by temperature), if applicable**
- 5 **Aerosols, if the capacity is above 1,000 ml**
- 6 **Viscous substances statement, where applicable**
- 7 **Solid dangerous goods in bulk containers**
- 8 **Other information deemed necessary by national authorities**
- 9 **Transport of IBCs or portable tanks**
- 10 **Transport of excepted quantities**

In certain circumstances, special **CERTIFICATES** are required

- 1 **Container/Vehicle Packing Certificate – included on model DG Note but can be a separate document (not required for tanks)**
- 2 **Weathering or Exemption Certificates**
- 3 **Classification etc Certificate for certain substances in classes 4.1 and 5.2**

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DANGEROUS GOODS BY SEA

The IMDG Code: Labels, Placards, Marks and Signs #

IIL/2

LABELS (used on packages including IBCs)

CLASS 1



Division 1.1, 1.2 and 1.3



Division 1.4



Division 1.5



Division 1.6

CLASS 2



2.1



2.2



2.3

CLASS 3



3

CLASS 4



4.1



4.2



4.3

CLASS 5



5.1



5.2



5.2

CLASS 6



6.1



6.2

CLASS 7



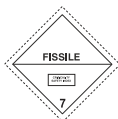
7



7

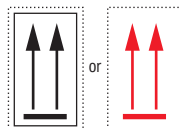


7



7

ORIENTATION Label



CLASS 8



8

CLASS 9



9

For further information, including dimensions, numbers/location, etc., see chapters 3.2, 5.2 and 5.3

For display on combination packages with inner packagings containing liquid dangerous goods

Single packages with vents

Open cryogenic receptacles for refrigerated liquefied gases

Apart from class 7 any text is optional. Symbols, numbers and any text should be black except for entirely green, red and blue backgrounds where they may also be in white. Class 8 number and any text to be white.

PLACARDS

Placards are enlarged labels, as shown overleaf, placed on the outside of cargo transport units (vehicles, freight containers, portable tanks, etc) to indicate the nature of the dangerous goods being conveyed.

There is a special placard for class 7, illustrated here.



Dangerous goods in tanks, packaged dangerous goods loaded in excess of 4,000 kg gross mass to which only one UN number has been assigned and which are the only dangerous goods in the CTU, solid dangerous goods in bulk containers and certain class 7 movements must display the UN number ** of the goods either:

- (a) in the bottom half of the placard,



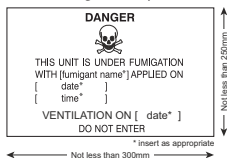
or

- (b) on an adjacent orange panel



SIGNS

FUMIGATION WARNING SIGN
(used on cargo transport units)



MARKS

Marks may be small (on packages) or large (on cargo transport units). Packages and certain cargo transport units must be marked with the proper shipping name and UN number.

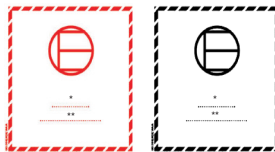
MARINE POLLUTANT



ELEVATED TEMPERATURE



EXCEPTED QUANTITIES



Only to be used on packages

LIMITED QUANTITIES



SEA MODE

AIR MODE



* The class shall be shown in this location.

** The name of the consignor or of the consignee shall be shown in this location if not shown elsewhere on the package.

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IMDG Code Requirements (amendment 35-10)

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The **International Maritime Dangerous Goods Code (IMDG)** is published by the IMO and revised biennially. It is based upon the United Nations Recommendations on the Safe Transport of Dangerous Goods which deals with all modes of transport.

The IMDG Code is mandatory and contains the requirements for the safe carriage of packaged dangerous goods by sea. It deals with:

- Classification
- Packaging
- Marking
- Declaration and documentation
- Packing
- Stowage
- Securement and segregation in cargo transport units
- Segregation in terminals and on board ships
- Stowage on ships

The Code's requirements include the training of shoreside personnel. Few people in the maritime chain need to know all of the Code but most will need to know some of it. Detailed suggestions for training sessions are given in Chapter 1.3 of the Code. It is of great importance that every person engaged in dealing with packaged dangerous goods by sea is properly trained for the role they are to fulfil.

These pocket cards are produced to assist those who deal with the documentation and the markings on packages and cargo transport units, both of which are crucial elements in safe conveyance by the maritime mode.

Transport documents should not be accepted unless they contain all the required information. Decisions regarding carriage and stowage are based upon them. Equally, no package or cargo transport unit should be accepted unless it is properly marked.

These cards reflect amendment 35-10. This may be used from 1 Jan 2010. It is **MANDATORY** from 1 Jan 2012.



The **TTClub** is the international transport and logistics industry's leading provider of insurance and related risk management services.

Established in 1968, as a mutual association, we specialise in the insurance of liabilities, property and equipment for intermodal operators. Customers are drawn from a wide range of the world's shipping lines, port authorities, cargo and passenger handling terminals, freight forwarders, and logistics companies. Having developed in step with the multi-modal industry, TT is recognised as an independent industry forum, liaising closely with national and international trade associations, including FIATA, IAPH, WSC, ESPO, EIA, ILO, ICHCA and the IMO.

As a mutual insurer, the Club exists to provide its policyholders with benefits that include specialist underwriting expertise, a world-wide office network providing claims management services, and first class risk management and loss prevention advice. This is one of a number of publications that seek to disseminate good practice through the supply chain.

For more information on TT Club and its services please visit: www.ttclub.com



ICHCA International is dedicated to the promotion of safety and efficiency in the handling and movement of goods by all modes and throughout the supply chain. Originally established in 1952 and incorporated in 2002, it operates through a series of National Sections, Regional Chapters, Panels, Working Groups and Correspondence Groups and represents the cargo handling world at various international organizations, including the International Maritime Organization (IMO), United Nations Conference on Trade and Development (UNCTAD), International Labour Organization (ILO) and the International Standards Organization (ISO).

Its members include port terminals, transport, companies and other groups associated with cargo handling and coordination.

Members benefit from consulting services and informative publications dealing with technical matters, "good practice" advice, and cargo handling news.

For more information on ICHCA International and its services please visit: www.ichca.com