

## DANGEROUS GOODS TRANSPORT REQUIREMENTS

1. **Shippers hazmat declaration form**, listing the full hazmat description, and with a signed shippers statement. If sending back empty containers that previously held hazmat you shall treat them the same as if they were full, and add the words "Residue, Last Contained" before the shipping name.

Examples of shipping descriptions: "UN 1098, ALLYL ALCOHOL, Class 6.1 (3), PG I, FP 21° C", or, "UN 1993, FLAMMABLE LIQUID, N.O.S. (ETHANOL and DODECYLPHENOL), Class 3, PG II, FP 18° C, MARINE POLLUTANT", or, "UN 1779, RESIDUE, LAST CONTAINED, FORMIC ACID, Class 8, PG II".

Note: A 24 hour emergency response phone number must be listed for each hazmat shipment. Ensure the applicable country codes, area codes are part of the phone number.

2. **Container packing certificate** - must be signed by the person loading the container. This document must include the container # on the form.

In ports where the Government does the loading, the Government should be signing the packing certificate.

**Container/vehicle packing certificate per the IMDG code: Amendment 33**

### 5.4.2.1

When dangerous goods are packed or loaded into any container or vehicle, those responsible for packing the container or vehicle shall provide a "container/vehicle packing certificate" specifying the **container/vehicle identification number(s)** and **certifying that the operation has been carried out in accordance with the applicable regulations.**

3. **Blocking and bracing** - per the IMDG code, Amendment 33

### 7.5.2.2

Packaged dangerous goods and any other goods within the same cargo transport unit shall be **tightly packed and adequately braced and secured** for the voyage. The packages shall be packed in such a way that there will be a minimum likelihood of damage to fittings during transport. Such fittings on packages shall be adequately protected.

### 7.5.2.3

When a dangerous goods consignment forms only part of the load of a cargo transport unit, it shall, preferably, be packed so as to be accessible (such as packing near the doors of the cargo transport unit).

## 4. Placarding

Placards shall be affixed to the exterior surfaces of a cargo transport unit by the person loading the unit.

Placards shall be displayed for the primary hazard class, and secondary (subsidiary) risks when applicable.

## 5. Dangerous Cargo Manifest (DCM)

A copy of the DCM must be made available to the ships captain

**Documentation required aboard the ship per IMDG code: Amendment 33**

### 5.4.3.1

Each ship carrying dangerous goods and marine pollutants shall have a special list or manifest<sup>‡</sup> setting out, in accordance with regulation 4.5 of chapter VII of SOLAS 1974, as amended, and with regulation 4(3) of Annex III of MARPOL 73/78, the dangerous goods and marine pollutants and the location thereof. **A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants, may be used in place of such a special list or manifest.** This dangerous goods or marine pollutants list or manifest shall be based on the documentation and certification required in this Code and shall at least contain, in addition to the information in 5.4.1.4 and 5.4.1.5, the stowage location and the total quantity of the dangerous goods and marine pollutants. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

Note: If the DCM your producing does not show the location of hazmat onboard the vessel, you will need to supply a stowage plan with the DCM.