

## HAZARDOUS GOODS: COMMON ISSUES & POSSIBLE SOLUTIONS

DFDS guide for prevention of hazardous cargo refusals

We have put together this helpful list of the common issues which cause refusals of hazardous cargo at the port, together with the IMDG code requirements and suggested solutions for avoiding refusal.

We work closely with the MCA, which is an Executive Agency of the Department of Transport. We share relevant compliant and non-compliant information with the MCA and work towards improving safety at sea and in coastal areas. They also assist us in providing support to our customers to ensure safe shipment of hazardous cargo at all times.

For further information and support please visit the MCA [website](#).



No Dangerous Goods Note (DGN)	Unless the product is exempt from the IMDG Code, a fully completed and signed Dangerous Goods Note and container/vehicle packing certificate that complies with chapter 5.4 of the IMDG Code must be provided for all hazardous items.	If it cannot be established that the product is non-hazardous, the load must be refused until a completed DGN can be provided.
Container/Vehicle Packing Certificate Not Completed	The minimum information required on the Packing Certificate is a name, date and signature. The person who packed and loaded the goods onto the vehicle must complete this.	If the driver has an ADR license, he can sign the Packing Certificate, providing the driver understands what he/she is signing for.
Shippers Declaration Not Completed	The minimum information required on the Shippers Declaration is a date and signature. The person who completed the DGN must complete this.	The driver is not permitted to sign the Shippers Declaration. Therefore, the customer or the consignor will need to be contacted to request a signed DGN.
Flashpoint too low for PGIII	Packing Group III normally has a minimum Flashpoint of 23C. However, if the viscosity of the product meets the	Providing the DGN states something similar to ' <b>In Accordance with IMDG</b>

	requirements set out in IMDG 2.3.2.2, then we can accept a Flashpoint below 23C.	<b>2.3.2.2'</b> , we will be able to accept the load with a Flashpoint below 23C.  However, if the above is not stated on the DGN, or if the product does not meet the requirements set out in IMDG 2.3.2.2, then the load must be refused.
One weight for multiple UN numbers	Separate weights and packaging information must be listed for each different Proper Shipping Name, UN Number and Packing Group.	It is important that each Proper Shipping Name, UN Number and Packing Group has its own weight and packaging information. If this cannot be determined, the load must be refused.
Required Information Missing on the DGN	Each hazardous goods item must have the minimum required information, as per IMDG 5.4.1.4. This includes:  <ul style="list-style-type: none"> <li>- UN number</li> <li>- Proper Shipping Name (supplemented with the correct technical name of the product where necessary)</li> <li>- Primary Class (including subdivision*)</li> <li>- Any subrisk(s)*</li> <li>- Packing Group*</li> <li>- Technical Name*</li> <li>- Packaging and weight information.</li> </ul> <i>*If applicable.</i>	When any required information is missing, we have no choice but to refuse the load. The customer/consignor will need to be contacted to request an amended DGN.
Shipment of Class 1.4 in a Closed Transport Unit	Class 1.4 shipments vary according to how they must be transported, especially Class 1.4C, 1.4G and 1.4D; they must be shipped in a closed transport unit and are limited to 10kg per vessel.	A Closed transport Unit (CTU) form must be completed before shipment.

We hope that this guide helps you and your customers and that you find this useful when pre-advising hazardous goods. We hope that this will potentially reduce any unnecessary hazardous refusals upon arrival to the Port.

You should continue to send your hazardous pre-advisements to [dover.freightbookings@dfds.com](mailto:dover.freightbookings@dfds.com) for pre-check. Please also ensure you provide the vehicle registration number and/or the booking number relating to the shipment.

If you have any further questions, please do not hesitate to contact the freight reservations department.

FREIGHT RESERVATIONS DEPARTMENT

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