

HAZARDOUS COMMON ISSUES & POSSIBLE SOLUTIONS

DFDS guide for prevention of potential refusals.

Important Information: Some provisions and exemptions of the ADR code are different in comparison to the IMDG code. Some key examples of this are: requirements for flashpoints, technical names required for marine pollutants, a compliant vehicle packing certificate and additional conflicts between UN numbers, especially relating to acids and alkalis. It is important to note that, when a hazardous load is being transported by sea, the IMDG code takes precedence over the ADR code.

Dear freight customer,

Over the past few months, an increase in the number of hazardous refusals has been highlighted. In light of this, we have put together the below table that lists some of the common issues, we are presented with upon arrival to the Port, the requirements of the IMDG Code and possible solutions:

We work closely with the MCA who are 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 Coastal areas. Who 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 follow <https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/about>



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| 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. | Unfortunately, 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. |

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| Flashpoint too low for PGIII | Packing Group III normally has a minimum Flashpoint of 23C. However, if the viscosity of the product meets the requirements set out in IMDG 2.3.2.2, then we can accept a Flashpoint below 23C. | Providing the DGN states something similar to ' In Accordance with IMDG 2.3.2.2 ', 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. |
| No Dangerous Goods Note | Unless the product is exempt from the IMDG Code, a fully completed and signed Dangerous Goods Note and container/vehicle packing certificate that comply 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. |
| 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"> - UN number - Proper Shipping Name (supplemented with the correct technical name of the product where necessary) - Primary Class (including subdivision*) - Any subrisk(s)* - Packing Group* - Technical Name* - Packaging and weight information. <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 is of interest to 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.

Please continue to send your hazardous pre-advisements to dover.freightbookings@dfds.com for pre-checking. 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.

Best Regards
FREIGHT RESERVATIONS DEPARTMENT

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