

The purpose of this information is to help prevent the potential refusal of hazardous goods. If you have any questions not answered by this document, please contact our Freight Reservations Department.

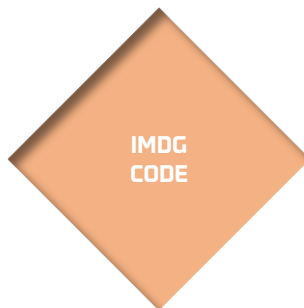
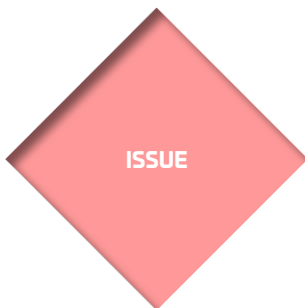
Important Information: Some provisions and exemptions of the ADR code are different to the IMDG code. Some key examples of this are: requirements for flashpoints, technical names for marine pollutants, a compliant container/vehicle packing certificate and additional conflicts between UN numbers, especially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

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. The MCA also assists 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:

<https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/about>

HAZARDOUS GOODS COMMON ISSUES & POSSIBLE SOLUTIONS



ISSUE	IMDG CODE	SOLUTION
Container/Vehicle Packing Certificate Not Completed	In accordance with IMDG 5.4.2, the Container/Vehicle Packing Certificate must state the container/vehicle identification number, the date and the name and signature of the person responsible for loading the goods.	The person responsible for loading the goods must complete and sign the Container/Vehicle Packing Certificate before the goods can be accepted for shipment.
Declaration Not Completed	In accordance with IMDG 5.4.1.6, the Declaration must be signed and dated by the consignor.	The consignor must complete and sign the Declaration before the goods can be accepted for shipment.
Flashpoint too low for PGIII	Packing Group III normally has a minimum Flashpoint of 23C. However, if the viscosity of the item meets the requirements set out in IMDG 2.3.2.2, we can accept a Flashpoint below 23C.	If the goods meet the requirements set out in IMDG 2.3.2.2, a statement such as ' In Accordance with IMDG 2.3.2.2 ' must be included on the DGN. Important Note: If the above is not stated or the product does not meet the requirements set out in IMDG 2.3.2.2 , the load will be refused.

<p>One weight for multiple (different) hazardous items</p>	<p>For each item bearing a different Proper Shipping Name, UN Number or Packing Group, separate weights (as well as the number and type of packaging) must be listed, as per IMDG 5.4.1.5.1. For Class 1 items the NEQ shall also be included.</p>	<p>The consignor must amend the documentation to include weights and packaging information for each Proper Shipping Name, UN Number and/or Packing Group.</p>
<p>No Dangerous Goods Note</p>	<p>Unless the product is exempt from the IMDG Code, a fully completed and signed Dangerous Goods Note, with signed Container/Vehicle Packing Certificate, must be provided for all hazardous items.</p>	<p>A completed and signed Dangerous Goods Note, and Container/Vehicle Packing Certificate, must be sent to our Freight Reservations department via email (see below). All documents must comply with Chapter 5.4 of the IMDG Code.</p>
<p>Required Information missing on the DGN</p>	<p>Each hazardous goods item must have the minimum required information, as per IMDG 5.4.1.4. This includes:</p> <ul style="list-style-type: none"> - UN number - Proper Shipping Name (supplemented with a technical name where applicable) - Class (and Sub-Risk where applicable) - Packing Group (where applicable) - Flashpoint (where applicable) - Packaging and weight information. 	<p>A Dangerous Goods Note amended with the missing information must be sent to our Freight Reservations department via email (see below).</p>
<p>Shipment of Class 1.4</p>	<p>On the Channel, the only Class 1 hazardous that can be accepted is 1.4. All Class 1.4 items must be approved before shipment and must be transported in a closed transport unit, limited to 10kg NEQ per vessel <u>Note:</u> 1.4S can ship in an open cargo transport unit and there is not weight restriction.</p>	<p>All Class 1.4 hazardous goods must be pre-advised at least 48 hours prior to departure. Additionally, with the exception of 1.4S, a Closed Transport Unit (CTU) Form must be completed and returned to our Freight Reservations department via email (see below). Please contact the reservations department if you require a copy of this form.</p>

We hope that this guide is informative and that you find it useful when pre-advising your hazardous goods. We aim to reduce hazardous refusals as much as possible and we hope that this document and our pre-advisal service will help to achieve that goal.

Please continue to send your hazardous pre-advisements to dover.fbookings@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:

FREIGHT RESERVATIONS CONTACT DETAILS

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