

Recommendations on the

# **TRANSPORT OF DANGEROUS GOODS**

Model Regulations

## **Volume I**

*Thirteenth revised edition*



**UNITED NATIONS**



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## FOREWORD

The Recommendations on the Transport of Dangerous Goods are addressed to governments and to the international organizations concerned with safety in the transport of dangerous goods.

The first version, prepared by the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods, was published in 1956 (ST/ECA/43-E/CN.2/170).

In response to developments in technology and the changing needs of users, they have been regularly amended and updated at succeeding sessions of the Committee of Experts pursuant to Resolution 645 G (XXIII) of 26 April 1957 of the Economic and Social Council and subsequent resolutions.

At its nineteenth session (2-10 December 1996), the Committee adopted a first version of Model Regulations on the Transport of Dangerous Goods, which were annexed to the tenth revised edition of the Recommendations on the Transport of Dangerous Goods. This was done to facilitate the direct integration of the Model Regulations into all modal, national and international regulations and thereby enhance harmonization, facilitate regular up-dating of all legal instruments concerned, and result in overall considerable resource savings for the Governments of the Member States, the United Nations, the specialized agencies and other international organizations.

At its twentieth session (7-16 December 1998) and twenty-first session (4-13 December 2000), the Committee adopted various amendments to the Model Regulations and new provisions including, in particular, packing and tank instructions for individual substances, gases and articles and additional provisions for the transport of radioactive material.

By resolution 1999/65 of 26 October 1999, the Economic and Social Council extended the mandate of the Committee to the global harmonization of the various systems of classification and labelling of chemicals which are applicable under various regulations regimes, e.g.: transport; workplace safety; consumer protection; environment protection, etc.

The Committee was reconfigured and renamed "Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals", supported with one sub-committee specialized in transport of dangerous goods and another one addressing the global harmonization of classification and labelling of chemicals.

At its first session (11-12 December 2002), the reconfigured Committee adopted a set of amendments to the Modal Regulations on the Transport of Dangerous Goods, concerning, *inter alia*, the inclusion of new provisions (e.g.: transport of dangerous goods security; classification of substances hazardous to the aquatic environment, toxic by inhalation substances; packing instructions for refrigerated liquefied gases; transport of solid substances in bulk containers; approval systems for periodic inspection and testing of pressure receptacles) or revision of existing provisions (e.g.: list of dangerous goods, transport of infectious substances, medical wastes and genetically modified microorganisms, etc.).

Close cooperation with the International Atomic Energy Agency (IAEA) also continued, and the provisions concerning the transport of radioactive material have been revised to align with the IAEA "*Regulations for the Safe Transport of Radioactive Material*", as revised and amended in 2003.

This thirteenth revised edition of the Recommendations takes account of all amendments which were adopted in December 2002 and consolidated in document ST/SG/AC.10/29/Add.1.

At its first session, the Committee adopted also amendments to the "*Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria*" (ST/SG/AC.10/29/Add.2), which will be reflected in the fourth revised edition of the Manual (ST/SG/AC.10/11/Rev.4), as well as the "*Globally Harmonized System of Classification and Labelling of Chemicals*" which will be published as document ST/SG/AC.10/30.

This publication has been prepared by the secretariat of the United Nations Economic Commission for Europe (UNECE) which provides secretariat services to the Economic and Social Council's Committee of Experts.

Additional information, including corrigenda to this publication, if any, may be found on the UNECE Transport Division web site:

<http://www.unece.org/trans/danger/danger.htm>

# CONTENTS

## VOLUME I

	<b>Page</b>
<b>RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS .....</b>	<b>1</b>
Nature, purpose and significance of the Recommendations.....	1
Principles underlying the regulation on the transport of dangerous goods.....	1
Classification and definitions of classes of dangerous goods.....	2
Consignment procedures .....	2
Emergency response .....	3
Compliance assurance .....	3
Transport of radioactive material .....	3
Figure 1: Data sheet to be submitted to the United Nations for new or amended classification of substances.....	4
<b>ANNEX: MODEL REGULATIONS ON THE TRANSPORT OF DANGEROUS GOODS .....</b>	<b>9</b>
Table of contents .....	13
Part 1: General provisions, definitions, training and security.....	19
Part 2: Classification .....	45
Part 3: Dangerous Goods List and limited quantities exceptions .....	163
<b>APPENDICES .....</b>	<b>315</b>
Appendix A: List of generic and N.O.S. proper shipping names .....	317
Appendix B: Glossary of terms .....	337
<b>ALPHABETICAL INDEX OF SUBSTANCES AND ARTICLES .....</b>	<b>349</b>

## CONTENTS (cont'd)

### VOLUME II

<b>ANNEX: MODEL REGULATIONS ON THE TRANSPORT OF DANGEROUS GOODS</b> .....	1
<b>(cont'd)</b>	
Part 4: Packing and tank provisions.....	3
Part 5: Consignment procedures .....	121
Part 6: Requirements for the construction and testing of packagings, intermediate bulk containers (IBCs), large packagings, portable tanks, multiple-element gas containers (MEGCs) and bulk containers .....	155
Part 7: Provisions concerning transport operations .....	325
<b>TABLE OF CORRESPONDENCE</b> between paragraph numbers in the IAEA " <i>Regulations for the Safe Transport of Radioactive Material</i> ", as revised and amended in 2003, and the thirteenth revised edition of the Recommendations on the Transport of Dangerous Goods (including the Model Regulations) .....	343



# **RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS**

## **NATURE, PURPOSE AND SIGNIFICANCE OF THE RECOMMENDATIONS**

1. These Recommendations have been developed by the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the requirement to ensure the safety of people, property and the environment. They are addressed to governments and international organizations concerned with the regulation of the transport of dangerous goods. They do not apply to the bulk transport of dangerous goods in sea-going or inland navigation bulk carriers or tank-vessels, which is subject to special international or national regulations.

2. The recommendations concerning the transport of dangerous goods are presented in the form of "Model Regulations on the Transport of Dangerous Goods", which are presented as annex to this document. The Model Regulations aim at presenting a basic scheme of provisions that will allow uniform development of national and international regulations governing the various modes of transport; yet they remain flexible enough to accommodate any special requirements that might have to be met. It is expected that governments, intergovernmental organizations and other international organizations, when revising or developing regulations for which they are responsible, will conform to the principles laid down in these Model Regulations, thus contributing to worldwide harmonization in this field. Furthermore, the new structure, format and content should be followed to the greatest extent possible in order to create a more user-friendly approach, to facilitate the work of enforcement bodies and to reduce the administrative burden. Although only a recommendation, the Model Regulations have been drafted in the mandatory sense (i.e., the word "shall" is employed throughout the text rather than "should") in order to facilitate direct use of the Model Regulations as a basis for national and international transport regulations.

3. The scope of the Model Regulations should ensure their value for all who are directly or indirectly concerned with the transport of dangerous goods. Amongst other aspects, the Model Regulations cover principles of classification and definition of classes, listing of the principal dangerous goods, general packing requirements, testing procedures, marking, labelling or placarding, and transport documents. There are, in addition, special requirements related to particular classes of goods. With this system of classification, listing, packing, marking, labelling, placarding and documentation in general use, carriers, consignors and inspecting authorities will benefit from simplified transport, handling and control and from a reduction in time-consuming formalities. In general, their task will be facilitated and obstacles to the international transport of such goods reduced accordingly. At the same time, the advantages will become increasingly evident as trade in goods categorized as "dangerous" steadily grows.

## **PRINCIPLES UNDERLYING THE REGULATION OF THE TRANSPORT OF DANGEROUS GOODS**

4. Transport of dangerous goods is regulated in order to prevent, as far as possible, accidents to persons or property and damage to the environment, the means of transport employed or to other goods. At the same time, regulations should be framed so as not to impede the movement of such goods, other than those too dangerous to be accepted for transport. With this exception, the aim of regulations is to make transport feasible by eliminating risks or reducing them to a minimum. It is a matter therefore of safety no less than one of facilitating transport.

5. The Model Regulations annexed to this document are addressed to all modes of transport. Where less stringent requirements can be applied to only one mode, that fact is *not* indicated unless otherwise specified in these Regulations. For air transport more stringent requirements may occasionally apply.

## **CLASSIFICATION AND DEFINITIONS OF CLASSES OF DANGEROUS GOODS**

6. The classification of goods by type of risk involved has been drawn up to meet technical conditions while at the same time minimizing interference with existing regulations. It should be noted that the numerical order of the classes is not that of the degree of danger.

7. The objective of the recommended definitions is to indicate which goods are dangerous and in which class, according to their specific characteristics, they should be included. These definitions have been devised so as to provide a common pattern which it should prove possible to follow in the various national and international regulations. Used with the list of dangerous goods, the definitions should provide guidance to those who have to use such regulations; and they present a notable degree of standardization while retaining a flexibility that allows diverse situations to be taken into account. Classifications for substances in the Model Regulations are made on the basis of consideration of data submitted to the Committee by governments, intergovernmental organizations and other international organizations in the form recommended in Figure 1. However the actual data submitted are not formally endorsed by the Committee.

8. The Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.4) present the United Nations schemes for the classification of certain types of dangerous goods and gives descriptions of the test methods and procedures, considered to be the most useful, for providing competent authorities with the necessary information to arrive at a proper classification of substances and articles for transport. It should be noted that the Manual is not a concise formulation of testing procedures that will unerringly lead to a proper classification of products and it assumes, therefore, competence on the part of the testing authority and leaves responsibility for classification with them. The competent authority has discretion to dispense with certain tests, to vary the details of tests and to require additional tests, when this is justified, to obtain a reliable and realistic assessment of the hazard of a product.

9. Wastes should be transported under the requirements of the appropriate class considering their hazards and the criteria presented in the Model Regulations. Wastes not otherwise subject to these Regulations but covered under the Basel Convention<sup>1</sup> may be transported under Class 9.

10. Many of the substances listed in Classes 1 to 9 are deemed as being dangerous to the environment. Additional labelling is not always specified except for transport by sea. Criteria for substances and mixtures dangerous to the aquatic environment are given in Chapter 2.9 of the Model Regulations.

11. Many consignments of goods are treated with fumigants that pose a risk during transport, in particular to workers who may be exposed unknowingly when they open transport units. The Model Regulations address fumigated transport units as consignments that are subject to special documentation and warning sign requirements in the consignment procedures of Part 5.

## **CONSIGNMENT PROCEDURES**

12. Whenever dangerous goods are offered for transport certain measures should be taken to ensure that the potential risks of the dangerous goods offered are adequately communicated to all who may come in contact with the goods in the course of transport. This has traditionally been accomplished through special marking and labelling of packages to indicate the hazards of a consignment and through the inclusion of relevant information in the transport documents and by placarding of transport units. Requirements in this regard are provided in the Model Regulations annexed to this document.

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<sup>1</sup> *Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (1989).*

13. The labels recommended in 5.2.2.2 of the Model Regulations should be affixed on goods or packages. The labelling system is based on the classification of dangerous goods and was established with the following aims in mind:

- (a) To make dangerous goods easily recognizable from a distance by the general appearance (symbol, colour and shape) of the labels they bear;
- (b) To provide, by means of colours on the labels, a useful first guide for handling, stowage and segregation.

14. In certain cases, where the danger of an item of dangerous goods is considered low, or the goods are packed in a limited quantity, exemptions from labelling may be provided. In such cases, marking of packages with the class or division and the packing group number may be required.

15. One of the primary requirements of the transport document for dangerous goods is to convey the fundamental information relative to the hazard of the goods being offered for transport. To achieve this end, it is considered necessary to include certain basic information in the transport document for the dangerous goods consignment unless otherwise exempted in the Model Regulations. It is recognized that individual national authorities or international organizations may consider it necessary to require additional information. However, the basic items of information considered necessary for each dangerous substance, material or article offered for transport by any mode are identified in the Model Regulations.

#### **EMERGENCY RESPONSE**

16. The relevant national and/or international organizations should establish emergency provisions to be taken in the event of accidents or incidents during the transport of dangerous goods in order to protect persons, property and the environment. For radioactive material appropriate guidelines for such provisions are contained in "Emergency Response Planning and Preparedness for Transport Accidents Involving Radioactive Material", Safety Series No. 87, IAEA, Vienna (1988).

#### **COMPLIANCE ASSURANCE**

17. The competent authority should ensure compliance with these Regulations. Means to discharge this responsibility include the establishment and execution of a programme for monitoring the design, manufacture, testing, inspection and maintenance of packaging, the classification of dangerous goods and the preparation, documentation, handling and stowage of packages by consignors and carriers, to provide evidence that the provisions of the Model Regulations are being met in practice.

#### **TRANSPORT OF RADIOACTIVE MATERIAL**

18. The Competent Authority should ensure that the consignment, acceptance for transport and transport of radioactive material is subject to a Radiation Protection Programme as described in the Model Regulations. The competent authority should arrange for periodic assessments of the radiation doses to persons due to the transport of radioactive material, to ensure that the system of protection and safety complies with the "International Basic Safety Standards for Protection against Ionizing Radiation and for the safety of Radiation Sources", Safety Series No. 115, IAEA, Vienna (1996).

## Figure 1

### DATA SHEET TO BE SUBMITTED TO THE UNITED NATIONS FOR NEW OR AMENDED CLASSIFICATION OF SUBSTANCES

Submitted by ... Date .....

Supply all relevant information including sources of basic classification data. Data should relate to the product in the form to be transported. State test methods. Answer all questions - if necessary state "not known" or "not applicable" - If data is not available in the form requested, provide what is available with details. Delete inappropriate words.

#### Section 1. SUBSTANCE IDENTITY

- 1.1 Chemical name
- 1.2 Chemical formula
- 1.3 Other names/synonyms
- 1.4.1 UN number ..... 1.4.2 CAS number .....
- 1.5 Proposed classification for the Recommendations
  - 1.5.1 proper shipping name (3.1.2<sup>1</sup>) ... ..
  - 1.5.2 class/division ..... subsidiary risk(s) .....  
packing group .....
  - 1.5.3 proposed special provisions, if any .....
  - 1.5.4 proposed packing instruction(s) .....

#### Section 2. PHYSICAL PROPERTIES

- 2.1 Melting point or range ..... °C
- 2.2 Boiling point or range ..... °C
- 2.3 Relative density at :
  - 2.3.1 15 °C .....
  - 2.3.2 20 °C .....
  - 2.3.3 50 °C .....
- 2.4 Vapour pressure at :
  - 2.4.1 50 °C ..... kPa
  - 2.4.2 65 °C ..... kPa
- 2.5 Viscosity at 20 °C<sup>2</sup> ..... m<sup>2</sup>/s
- 2.6 Solubility in water at 20 °C .....g/100 ml
- 2.7 Physical state at 20°C (2.2.1.1<sup>1</sup>) solid/liquid/gas<sup>2</sup>

<sup>1</sup> This and similar references are to chapters and paragraphs in the Model Regulations on the Transport of Dangerous Goods.

<sup>2</sup> See definition of "liquid" in 1.2.1 of the Model Regulations on the Transport of Dangerous Goods.

- 2.8 Appearance at normal transport temperatures, including colour and odour .....
- .....
- 2.9 Other relevant physical properties .....
- .....
- .....

**Section 3. FLAMMABILITY**

- 3.1 Flammable vapour
- 3.1.1 Flash point (2.3.3<sup>1</sup>) ..... °C oc/cc
- 3.1.2 Is combustion sustained? (2.3.1.3<sup>1</sup>)      yes/no
- 3.2 Autoignition temperature ..... °C
- 3.3 Flammability range (LEL/UEL)..... %
- 3.4 Is the substance a flammable solid? (2.4.2<sup>1</sup>)      yes/no
- 3.4.1 If yes, give details .....
- .....
- .....
- .....

**Section 4. CHEMICAL PROPERTIES**

- 4.1 Does the substance require inhibition/stabilization or other treatment such as nitrogen blanket to prevent hazardous reactivity ?      yes/no
- If yes, state:
- 4.1.1 Inhibitor/stabilizer used . .....
- 4.1.2 Alternative method . .....
- 4.1.3 Time effective at 55 °C .....
- 4.1.4 Conditions rendering it ineffective .....
- 4.2 Is the substance an explosive according to paragraph 2.1.1.1? (2.1<sup>1</sup>)      yes/no
- 4.2.1 If yes, give details .....
- .....
- .....
- .....

---

<sup>1</sup> This and similar references are to chapters and paragraphs in the Model Regulations on the Transport of Dangerous Goods.

- 4.3 Is the substance a desensitized explosive? (2.4.2.4<sup>1</sup>)            yes/no
- 4.3.1 If yes, give details .....
- .....
- .....
- 4.4 Is the substance a self-reactive substance? (2.4.1<sup>1</sup>)            yes/no
- If yes, state:
- 4.4.1 exit box of flow chart ... ..
- What is the self-accelerating decomposition temperature (SADT) for a 50 kg package?..... °C
- Is the temperature control required? (2.4.2.3.4<sup>1</sup>)            yes/no
- 4.4.2 proposed control temperature for a 50 kg package ..... °C
- 4.4.3 proposed emergency temperature for a 50 kg package ..... °C
- 4.5 Is the substance pyrophoric? (2.4.3<sup>1</sup>)            yes/no
- 4.5.1 If yes, give details .....
- .....
- .....
- 4.6 Is the substance liable to self-heating? (2.4.3<sup>1</sup>)            yes/no
- 4.6.1 If yes, give details .....
- .....
- .....
- 4.7 Is the substance an organic peroxide (2.5.1<sup>1</sup>)            yes/no
- If yes state:
- 4.7.1 exit box of flow chart ... ..
- What is the self accelerating decomposition temperature (SADT) for a 50 kg package?..... °C
- Is temperature control required? (2.5.3.4.1<sup>1</sup>)            yes/no
- 4.7.2 proposed control temperature for a 50 kg package ..... °C
- 4.7.3 proposed emergency temperature for a 50 kg package ..... °C
- 4.8 Does the substance in contact with water emit flammable gases? (2.4.4<sup>1</sup>)            yes/no
- 4.8.1 If yes, give details .....
- .....
- .....
- .....

---

<sup>1</sup> This and similar references are to chapters and paragraphs in the Model Regulations on the Transport of Dangerous Goods.

- 4.9 Does the substance have oxidizing properties (2.5.1<sup>1</sup>) yes/no
- 4.9.1 If yes, give details .....
- .....
- .....
- .....
- 4.10 Corrosivity (2.8<sup>1</sup>) to:
- 4.10.1 mild steel ..... mm/year at ..... °C
- 4.10.2 aluminium ..... mm/year at ..... °C
- 4.10.3 other packaging materials (specify)
- ..... mm/year at ..... °C
- ..... mm/year at ..... °C
- 4.11 Other relevant chemical properties .....
- .....
- .....
- .....

**Section 5. HARMFUL BIOLOGICAL EFFECTS**

- 5.1 LD<sub>50</sub>, oral (2.6.2.1.1<sup>1</sup>) .. mg/kg Animal species .....
- 5.2 LD<sub>50</sub>, dermal (2.6.2.1.2<sup>1</sup>) ..... mg/kg Animal species .....
- 5.3 LC<sub>50</sub>, inhalation (2.6.2.1.3<sup>1</sup>).... mg/litre Exposure time ..... hours
- or ..... ml/m<sup>3</sup> Animal species .....
- 5.4 Saturated vapour concentration at 20 °C (2.6.2.2.4.3<sup>1</sup>) ..... ml/m<sup>3</sup>
- 5.5 Skin exposure (2.8<sup>1</sup>) results Exposure time ..... hours/minutes
- Animal species .....
- 5.6 Other data .....
- .....
- .....
- 5.7 Human experience .....
- .....
- .....

**Section 6. SUPPLEMENTARY INFORMATION**

- 6.1 Recommended emergency action
- 6.1.1 Fire (include suitable and unsuitable extinguishing agents)
- .....
- 6.1.2 Spillage .....
- .....

---

<sup>1</sup> This and similar references are to chapters and paragraphs in the Model Regulations on the Transport of Dangerous Goods.

- 6.2 Is it proposed to transport the substance in:
- 6.2.1 Bulk Containers (6.8<sup>1</sup>) yes/no
  - 6.2.2 Intermediate Bulk Containers (6.5<sup>1</sup>)? yes/no
  - 6.2.3 Portable tanks (6.7<sup>1</sup>)? yes/no
- If yes, give details in Sections 7, 8 and/or 9.

**Section 7. BULK CONTAINERS (only complete if yes in 6.2.1)**

7.1 Proposed type(s) .....

**Section 8. INTERMEDIATE BULK CONTAINERS (IBCs) (only complete if yes in 6.2.2)**

8.1 Proposed type(s) .....

**Section 9. MULTIMODAL TANK TRANSPORT (only complete if yes in 6.2.3)**

- 9.1 Description of proposed tank (including IMO tank type if known) .....
- 9.2 Minimum test pressure .....
- 9.3 Minimum shell thickness .....
- 9.4 Details of bottom openings, if any .....
- 9.5 Pressure relief arrangements.....
- 9.6 Degree of filling .....
- 9.7 Unsuitable construction materials .....

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<sup>1</sup> This and similar references are to chapters and paragraphs in the Model Regulations on the Transport of Dangerous Goods.



**Annex**

**Model Regulations  
on the**

**TRANSPORT  
OF  
DANGEROUS GOODS**



## **Notes on the structure of the Model Regulations**

These Model Regulations consist of seven parts, each of which is divided into chapters. Chapters are numbered sequentially within each part, with the first digit identifying the part in which the chapter is located. For example, the second chapter in Part 7 would be designated "Chapter 7.2". Chapters are further divided into sections, which, in turn, are normally divided into a number of paragraphs. Sections and paragraphs are numbered sequentially with the first number always being the number of the chapter in which the section or paragraph is contained (e.g., 7.2.1 would be the first section in Chapter 7.2, and "7.2.1.1" would be the first paragraph in that section).

As an exception, and in order to keep a correspondence between the class number and the chapter number in Part 2, the first chapter ("Introduction") of Part 2 has been numbered Chapter 2.0.

When references appear in the text to other provisions of these regulations, the reference will normally consist of the full section or paragraph reference, as described above. In certain cases, however, broader reference may be made to an entire part or chapter by noting only the relevant part (e.g., "Part 5"), or the relevant chapter (e.g., "Chapter 5.4").

Recommendations on Tests and Criteria, which are incorporated by reference into certain provisions of these regulations, are published as a separate manual ("*Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria*") (ST/SG/AC.10/11/Rev.4).



# TABLE OF CONTENTS

## VOLUME I

	<b>Page</b>
<b>Part 1. GENERAL PROVISIONS, DEFINITIONS, TRAINING AND SECURITY .....</b>	<b>19</b>
Chapter 1.1 - General provisions .....	21
1.1.1 Scope and application .....	21
1.1.2 Transport of radioactive material.....	22
1.1.3 Dangerous goods forbidden from transport .....	25
Chapter 1.2 - Definitions and units of measurement .....	27
1.2.1 Definitions .....	27
1.2.2 Units of measurement .....	35
Chapter 1.3 - Training .....	39
Chapter 1.4 Security provisions.....	41
1.4.1 General provisions .....	41
1.4.2 Security training .....	41
1.4.3 Provisions for high consequence dangerous goods .....	41
<b>Part 2. CLASSIFICATION .....</b>	<b>45</b>
Chapter 2.0 - Introduction .....	47
2.0.0 Responsibilities .....	47
2.0.1 Classes, divisions, packing groups.....	47
2.0.2 UN numbers and proper shipping names.....	48
2.0.3 Precedence of hazard characteristics.....	50
2.0.4 Transport of samples.....	52
Chapter 2.1 - Class 1 - Explosives .....	53
2.1.1 Definitions and general provisions .....	53
2.1.2 Compatibility groups .....	55
2.1.3 Classification procedure.....	57
Chapter 2.2 - Class 2 - Gases .....	61
2.2.1 Definitions and general provisions .....	61
2.2.2 Divisions .....	61
2.2.3 Mixtures of gases .....	62
Chapter 2.3 - Class 3 - Flammable liquids.....	65
2.3.1 Definition and general provisions.....	65
2.3.2 Assignment of packing groups.....	66
2.3.3 Determination of flash point .....	67

## TABLE OF CONTENTS (cont'd)

### VOLUME I

	<b>Page</b>
Chapter 2.4 - Class 4 - Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases.....	69
2.4.1 Definitions and general provisions .....	69
2.4.2 Division 4.1 - Flammable solids, self-reactive substances and solid desensitized explosives.....	70
2.4.3 Division 4.2 - Substances liable to spontaneous combustion .....	81
2.4.4 Division 4.3 - Substances which in contact with water emit flammable gases.....	82
2.4.5 Classification of organometallic substances .....	83
Chapter 2.5 - Class 5 - Oxidizing substances and organic peroxides .....	85
2.5.1 Definitions and general provisions .....	85
2.5.2 Division 5.1 - Oxidizing substances .....	85
2.5.3 Division 5.2 - Organic peroxides .....	87
Chapter 2.6 - Class 6 -Toxic and infectious substances.....	105
2.6.1 Definitions .....	105
2.6.2 Division 6.1 - Toxic substances .....	105
2.6.3 Division 6.2 - Infectious substances .....	111
Chapter 2.7 - Class 7 - Radioactive material .....	117
2.7.1 Definition of Class 7 .....	117
2.7.2 Definitions .....	117
2.7.3 Low specific activity (LSA) material, determination of groups .....	120
2.7.4 Requirements for special form radioactive material .....	121
2.7.5 Surface contaminated object (SCO), determination of groups .....	123
2.7.6 Determination of transport index and criticality safety index (CSI).....	124
2.7.7 Activity limits and material restrictions.....	125
2.7.8 Limits on transport index (TI), criticality safety index (CSI), radiation levels for packages and overpacks.....	144
2.7.9 Requirements and controls for transport of excepted packages.....	145
2.7.10 Requirements for low dispersible radioactive material.....	147
Chapter 2.8 - Class 8 - Corrosive substances.....	149
2.8.1 Definition .....	149
2.8.2 Assignment of packing groups.....	150
Chapter 2.9 - Class 9 - Miscellaneous dangerous substances and articles.....	151
2.9.1 Definitions .....	151
2.9.2 Assignment to Class 9.....	151
2.9.3 Environmentally hazardous substances (aquatic environment).....	151

## TABLE OF CONTENTS (cont'd)

### VOLUME I

	<b>Page</b>
<b>Part 3. DANGEROUS GOODS LIST AND LIMITED QUANTITIES EXCEPTIONS .....</b>	<b>163</b>
Chapter 3.1 - General .....	165
3.1.1 Scope and general provisions.....	165
3.1.2 Proper shipping name .....	165
3.1.3 Mixtures and solutions containing one dangerous substance .....	167
Chapter 3.2 - Dangerous goods list.....	169
3.2.1 Structure of the dangerous goods list.....	169
3.2.2 Abbreviations and symbols.....	171
Chapter 3.3 - Special provisions applicable to certain articles or substances.....	295
Chapter 3.4 - Dangerous goods packed in limited quantities .....	313
<b>APPENDICES .....</b>	<b>315</b>
Appendix A - List of generic and N.O.S. proper shipping names .....	317
Appendix B - Glossary of terms .....	337
<b>ALPHABETICAL INDEX OF SUBSTANCES AND ARTICLES .....</b>	<b>349</b>

## TABLE OF CONTENTS (cont'd)

### VOLUME II

<b>Part 4. PACKING AND TANK PROVISIONS</b> .....	3
Chapter 4.1 - Use of packagings, including intermediate bulk containers (IBCs) and large packagings.....	5
Chapter 4.2 - Use of portable tanks and multiple-element gas containers (MEGCs).....	93
Chapter 4.3 Use of bulk containers .....	117
<b>Part 5. CONSIGNMENT PROCEDURES</b> .....	121
Chapter 5.1 - General provisions .....	123
Chapter 5.2 - Marking and labelling.....	129
Chapter 5.3 - Placarding and marking of transport units .....	139
Chapter 5.4 - Documentation .....	143
Chapter 5.5 - Special provisions .....	153
<b>Part 6. REQUIREMENTS FOR THE CONSTRUCTION AND TESTING OF PACKAGINGS, INTERMEDIATE BULK CONTAINERS (IBCs), LARGE PACKAGINGS, PORTABLE TANKS, MULTIPLE-ELEMENT GAS CONTAINERS (MEGCs) AND BULK CONTAINERS</b> .....	155
Chapter 6.1 - Requirements for the construction and testing of packagings (other than for Division 6.2 substances).....	157
Chapter 6.2 - Requirements for the construction and testing of pressure receptacles, aerosol dispensers and small receptacles containing gas (gas cartridges). ....	183
Chapter 6.3 - Requirements for the construction and testing of packagings for Division 6.2 substances.....	203
Chapter 6.4 - Requirements for the construction, testing and approval of packages and material for Class 7 .....	209
Chapter 6.5 - Requirements for the construction and testing of intermediate bulk containers.....	235
Chapter 6.6 - Requirements for the construction and testing of large packagings .....	259
Chapter 6.7 - Requirements for the design, construction, inspection and testing of portable tanks and multiple-element gas containers (MEGCs).....	269
Chapter 6.8- Requirements for the design, construction, inspection and testing of bulk containers .....	321



**TABLE OF CONTENTS (cont'd)**

**VOLUME II**

	<b>Page</b>
<b>Part 7. PROVISIONS CONCERNING TRANSPORT OPERATIONS</b> .....	325
Chapter 7.1 - Provisions concerning transport operations by all modes of transport .....	327
Chapter 7.2 - Modal provisions .....	339
<b>TABLE OF CORRESPONDENCE between paragraph numbers in the IAEA "Regulations for the Safe Transport of Radioactive Material", as revised and amended in 2003, and the thirteenth revised edition of the Recommendations on the Transport of Dangerous Goods (including the Model Regulations) .....</b>	343

