

Recommendation 11

DOCUMENTARY ASPECTS OF THE INTERNATIONAL TRANSPORT OF DANGEROUS GOODS

At its fourth session in September 1975 the UN/ECE Working Party on Facilitation of International Trade Procedures included in its list of priorities project 057 from its programme of work: “ study of the possibility of establishing an ECE-aligned document for transport of dangerous goods and suitable for multimodal application”. An informal team convened by the United Kingdom was set up in 1976 and submitted its Report and the draft Recommendation on documentary aspects of the international transport of dangerous goods at the end of 1977. The matter was considered by the Group of Experts on Data Requirements and Documentation at its seventeenth session in February 1978 when it was agreed to submit the Report and the Recommendation for adoption by the Working Party.

The Working Party, at its seventh session in February 1978, agreed to recommend to Governments and to international organizations entrusted with the establishment and/or administration of conventions and regulations affecting the transport of dangerous goods that action should be taken to harmonize information requirements and to simplify documentary procedures in accordance with the proposed Recommendation.

The Working Party recognized the valuable contributions made by many organizations towards safe and efficient conditions for the international transport of dangerous goods. Safety provisions and cargo-handling techniques, especially, were considered to be well developed whereas some procedural and documentary requirements were found in some instances to be unnecessarily costly and complex.

With a view to the facilitation of international trade procedures, the Working Party examined the documentary and procedural requirements for the transport of dangerous goods laid down in various national and international regulations. Bearing in mind the requirements of different modes of transport, of combined and multimodal transport, the Working Party concluded that action could be taken to simplify such documents and procedures and that all parties would benefit from the consequent decrease in complexity and increase in accuracy and efficiency. The following advantages could thus be achieved:

- increased safety for those handling the goods;
- less risk of damage to goods and equipment;
- fewer delays in the movement of goods and in the preparation and receipt of documents
- reduced costs for paperwork and administration.

The Working Party agreed to review, at regular intervals, national and international measures for the implementation of the approved Recommendation No. 11 “Documentary Aspects of the International Transport of Dangerous Goods”.

At its forty-sixth session in September 1992, the Meeting of Experts on Procedures and Documentation, a subsidiary body to the Working Party, agreed to set up an ad hoc group on the trade facilitation aspects of the transport of dangerous goods with a task for the future update of Recommendation No. 11 as most of the instruments applicable to the sea, air, road or rail transport of dangerous goods have been widely amended since the publication of this Recommendation. A member of the United Kingdom delegation was nominated as Convenor of the ad hoc group.

The Working Party, at its forty-second session in September 1995, agreed to approve the final draft revision of Recommendation No. 11, submitted by the ad hoc group on the subject, for publication.

At the forty-second session of the Working Party representatives attended from:

Austria; Belgium; Bulgaria; Canada; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Iceland; Ireland; Italy; Luxemburg; Malta; the Netherlands; Norway; Romania; Russian Federation; Slovak Republic; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland and the United States of America. Representatives from Australia, Brazil, Gabon, Japan, Korea, Nigeria and Senegal participated under Article 11 of the Commission's terms of reference.

The session was attended by representatives of the secretariats of the United Nations Conference on Trade and Development (UNCTAD), the United Nations Commission on International Trade Law (UNCITRAL), as well as by representatives of the following intergovernmental and non-governmental organizations: Central Office for International Railway Transport (OCTI), the World Cus-

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toms Organization (WCO), International Air Transport Association (IATA), International Article Numbering Association (EAN), European Electronic Messaging Association (EEMA), International Federation of Freight Forwarders Associations (FIATA), International Chamber of Commerce (ICC), International Express Carrier's Conference (IECC), International Organization for Standardization (ISO), Society for World Wide Interbank Financial Transfers (S.W.I.F.T), International Union of Railways (UIC), International Federation of Inspection Agencies (IFIA).

RECOMMENDATION

The Working Party on Facilitation of International Trade Procedures, at its forty-ninth session in September 1995, agreed to recommend to Governments and international organizations involved in the transport of dangerous goods that action should be taken to harmonize information requirements in accordance with the recommendations as set out below.

The Working Party requested the Executive Secretary of the Economic Commission for Europe to transmit this Recommendation to ECE Governments and other interested Governments through the Executive Secretaries of the other United Nations regional economic commissions. He was also requested to transmit the text to relevant international organizations.

In doing so, the Executive Secretary of the Economic Commission for Europe draws attention to the 9th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, prepared by the Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council, Chapter 13 of which contains detailed recommendations on consignment procedures for the transport of dangerous goods.

The following recommendations for action, as set out below, are divided into two parts : those concerning the information requirements (the actual data shown on the Dangerous Goods Form) and the actual means of transferring the data, either by paper document or Electronic Data Interchange (EDI).

Information Requirements

I. The harmonisation of the overall information requirements of dangerous goods documents between the different modes of transport should be pursued as a matter of priority. This should be carried out according to Chapter 13 of the United Nations Recommendations on the Transport of Dangerous Goods ("Orange Book") in its latest amended version.

II. The actual data elements required to identify the goods should be standardised throughout the different modes of transport. It is recommended that these should be: Proper Shipping Name, Class Division, UN Number and Packing Group, as recommended in the "Orange Book".

III. The single form of words held in the "Orange Book" should be adopted as the text for the legal declaration by all regulations and conventions governing different modes of transport:

"I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations."

IV. It should be possible to derive the emergency information from the UN Number to ensure that no additional information is required. (Where there is no UN Number available this information can be derived from the proper shipping name). The manual entry of additional related information or codes on documents should not be required. As an example transport emergency information can be provided in the form of standard, pre-printed tables for each substance or group of substances, each table bearing as a key reference the United Nations number for that substance(s). (It should be noted however, that this information is not required for the rail mode).

Data Transfer by paper document or EDI

V. A dangerous goods form supplied for one mode of transport, irrespective of whether it is an EDI message or a paper document, should be valid for subsequent modes of transport in multimodal movement;

VI. Whenever possible, the dangerous goods declaration should be incorporated in, or combined with, an existing transport or cargo handling document;

VII. Where special separate forms are used for dangerous goods forms (including standard forms contained in Recommendations, regulations, international Conventions and annexes thereto), they should be designed in accordance with the aligned recommended layout contained in this Recommendation;

VIII. Regulations and Conventions should not preclude the transmission of dangerous goods information by electronic data interchange (EDI) and any legal barriers which exist, whether they be national or international, should be removed. Where possible this method of transfer of information should be actively encouraged;

IX. Where special additional documentary requirements exist, such as for radioactive substances or government exemption, regulations and conventions should permit incorporation of the necessary data in the dangerous goods declaration itself, as an optional alternative to a separate document.

I. BACKGROUND

1. In international trade, documents and electronic messages are used as a means of transferring information

relevant to the trade transaction. Unfortunately, the quality of data and information flows are often unsatisfactory. The objective should be to ensure that whatever is transmitted is accurate, reliable and where applicable, conforms to statute. For consignments which involve the movement of dangerous goods, and in fact, with the added safety and environmental issues, it is doubly important that accurate information is available.

2. This Recommendation is designed to rationalise the documentation for dangerous goods generally and the dangerous goods form in particular. The necessity for reliability and precision of data passing between parties responsible for documenting, packing and handling such goods ensures the safe and efficient movement of the goods. The documents therefore should be prepared so they comply with legislation, facilitate the movement, and above all provide information which enables the goods to be handled safely.

3. The initial aim of this part of the Recommendation is that the design and information content of dangerous goods forms should be standardised and harmonised on the aligned recommended layout shown in Annex II.

4. However, the subsequent and more important aim is that a single form could be used for any mode of transport, and also between any of the parties engaged in the movement of the goods. It should be possible for the shipper, for example, to supply a dangerous goods declaration in the approved form to the freight forwarder, who could pass it on to the carrier, be it an airline, sea carrier, road haulage company or railway, without documentary transcription. The document should also be acceptable for any cargo handling authority in the countries of export, transit and import.

5. Practical difficulties are acute in the field of multimodal transport when separate documentation has to be used for each leg of the journey, bringing duplication, complications, extra cost and risk of accident through clerical error to what is otherwise a highly advanced transportation procedure.

6. Recommended and mandatory documentary practices have been developed as part of the Conventions dealing with the international movement of dangerous goods. The primary documentary requirement in such Conventions is that the goods should be properly described and classified, and a declaration made as to their nature, marking, labelling and packing. This is either done by means of an annotation to an existing transport or cargo handling document or through the use of a separate document. The international carriage of dangerous goods is subject to Conventions applicable to international transport in general, such as the Convention on the Contract for the International Carriage of Goods by Road (CMR) for international road transport which may contain specific documentary regulations. This can result in the need for different documents to cover each stage of the journey. Although in recent years a great deal

of work has been carried out in aligning the requirements for the different modes of transport, the transport Conventions covering road, rail, sea and air still have variations in their requirements for data content, order of presentation and the format of the declaration document for dangerous goods. It must however be noted that these recommended formats are not always produced by the Conventions themselves and the design may be left to other organisations, for example in the rail mode, the format is produced by the International Rail Transport Committee (CIT).

7. Safety of life and health and protection of equipment against damage must be paramount in the transport of dangerous goods and demand meticulous attention to detail in the documentation. The more complicated and numerous the documents, the more likely the possibility exists for errors or omissions. It is therefore essential that proliferation of documents and differences in information requirements should be avoided. Documentary requirements should be as simple as possible, containing a minimum of essential information from which other information can be derived quickly, by reference, if necessary.

8. Information on dangerous goods is transmitted by various means, of which some (for instance telephone calls) do not constitute legal effect, and need to be confirmed by other means. Recommended means of confirmation are:

- (a) a suitable annotation on a transport or cargo handling document;
- (b) a dangerous goods declaration form;
- (c) electronic means – telex, facsimile transmitter or computer readable media, i.e. EDI.

9. Transmission of information should not be limited necessarily to a paper document. Electronic and other advanced means of communication between shipper, freight forwarder, carrier and other parties are being used more frequently as technology progresses. When dangerous goods are being declared for shipment, legal and practical problems may be of particular importance and the resolution of these (for example, the need for an original signature) should be a matter of priority for the Working party. Early action should be taken internationally to improve the acceptance of EDI regarding the transport of dangerous goods, through amendment where necessary of international Conventions and national regulations. A separate Working Party No.4 document TRADE/WP.4/R.998/Rev.1 gives a description of the situation with regard to the legal barriers to the use of EDI for dangerous goods movements. However, it must also be recognised that there will be a need for a paper document to provide information on action required in an emergency and for controls en route.

II. THE CURRENT SITUATION

10. The United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods is the central point of reference for bringing about uniformity in the overall requirements for all the modes of transport.

11. The Committee is responsible for the United Nations Recommendations on the Transport of Dangerous Goods – the Orange Book. This is the foundation upon which all the modes should base their legislation and is the primary force by which the alignment of the regulations can and is to be achieved.

12. For maritime transport the International Maritime Organisation (IMO) has followed the United Nations Recommendations in almost every respect and has regularly adopted the revisions agreed by the United Nations Committee of Experts. For air freight the International Civil Aviation Organisation (ICAO) Technical Instructions are equally aligned to the United Nations provisions. The International Air Transport Association (IATA) Dangerous Goods Regulations (DGR), which are based on the ICAO provisions are also aligned to the United Nations Recommendations.

13. Although the agreements for road transport, European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), and rail transport, Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID) are not yet completely in line with the UN Recommendations on the Transport of Dangerous Goods, considerable progress has been achieved over the few past years, especially as regard classification, allocation of proper shipping names and identification numbers and labelling. The technical revisions of AOR should also become applicable to domestic traffic in Member States of the European Union as from 1.1.1997 (Directive 94/55/EC).

14. The fact remains, however, that the measures set out in this Recommendation to simplify documentary procedures and to provide a model for multimodal dangerous goods declaration can only be accomplished once the harmonisation of the modal regulations has been achieved.

15. It should be noted that the Committee of Experts on the Transport of Dangerous Goods is in the process of reformatting the UN Recommendations on the Transport of Dangerous Goods into a Model Regulation that could be directly integrated into national or international instruments. At the same time, and in cooperation with the Committee, the Joint Meeting of the RID Safety Committee and the UN/ECE Working Party on the Transport of Dangerous Goods are in the process of restructuring RID and ADR with a view of making ADR and RID more "user-friendly" and to facilitate their implementation in domestic traffic

III. THE MULTIMODAL DANGEROUS GOODS FORM

16. The primary aim of the Recommendation in simplifying dangerous goods documentation is to reduce the number of documents required and the duplication of information, with the understanding that the Dangerous Goods Declaration might be included (when it is required) in existing transport documents, where possible. However, when, because of modal requirements this is not possible or for multimodal movements, the use of a document of the form shown in Annex II to this Recommendation is highly recommended. However, the Dangerous Goods Form can also be used in a single modal movement.

17. It is recognised, by both the regulator bodies and users, that it would be beneficial to use a standard internationally agreed multimodal document aligned to the United Nations Layout Key or, where possible, the equivalent EDI message. The two internationally accepted regulations which give examples of a format for a document (the IMDG code for maritime transport and the IATA regulations for air transport) do not agree on the layout and only the IATA version complies with the United Nations Layout Key. With regard to the order of the data required, while the IATA and IMDG requirements are aligned to the United Nations Recommendations - the Orange Book, the regulations concerning the movement of goods by road and rail - ADR and RID, require different data and in a different order of presentation, although there are aligned formats available, for example the CIM Consignment Note.

18. The proposed layout is fully aligned with the United Nations Layout Key for Trade Documents and meet the data requirements in the individual modal regulations as shown in Annex II.

19. The recommended layout for a multimodal dangerous goods form leaves the central body of the document as a "free area" allow the layout of the hazardous information to be as flexible as possible.

20. A short notation is shown in the left hand margin of the draft (front sheet) which draws attention to the additional information and the need to comply with the applicable modal regulations. As well as the information shown, further advice on completion of the form could also be included.

IV. MULTIMODAL DANGEROUS GOODS DECLARATION (DGD) – PROCEDURES

21. The basic procedure under which the document might be used is considered with three parameters in mind:

- (a) the current requirements for “original signatures” in the individual modal regulations should be fulfilled;
- (b) as many scenarios as possible should be catered for;
- (c) the number of original copies produced/required should be kept to a minimum and must allow for completion of the document from systems.

22. It is recommended that no more than six original copies of the DGD should be required. This decision was based on the assumption that no more than four modes of transport were likely to be used for a single shipment and, whilst a mode could be reused at a later stage in the transport chain, it would not be feasible or realistic to recommend more copies. If further copies of the document were required to be retained by the consignee or any other party other than the authority, then photocopies should be made. This should also be the case where the authority does not require an original signature.

23. Also linked to the use and destination of the individual copies of the DGD is the question of the data that will change with the mode of transport. This includes information in the “carrier” box, “Vessel/flight no. and date”, “Port/airport of loading” and “Port/airport of discharge” boxes. With subsequent changes in the mode of transport there is likely to be a change of carrier etc. and therefore these boxes may have to cope with a different name and address on each copy of the form. To cater for this possibility it is necessary that this box, when the document is used in a carbonized set, is desensitised so that the information only appears on the top sheet.

24. The recommended layout fulfils not only the function as a dangerous goods form, but also a packing certificate and receiving organisation receipt. The requirements for other documents, where no separate form is needed, such as the CMR- and the CIM-Consignment Notes are fully integrated in the Consignment Notes themselves, which are for the purposes of ensuring carriage under the terms of the respective Conventions as well as for dangerous goods purposes.

25. Once the consignor has completed the DGD and other appropriate documentation it should not be necessary for the technical data to be re-written, amended or transferred on to another document by any party. Where there is a change of carrier or mode of transport during the movement of a consignment it will be the responsibility of the carrier undertaking the onward movement of the goods to complete the “Carrier” box giving his name and address details.

26. Study of the information requirements of dangerous goods declarations reveals that, where a separate form is necessary, a recommended layout can be put forward as a detailed design guide for organisations drawing up

declarations for different modes of transport, or for multimodal and combined transport. A recommended layout is set out in Annex II. The information requirements of the various international instruments applicable to the transport of dangerous goods by various modes in Europe are listed in Annex I. The distinctive marking shown in the left and right margins of the format in Annex can be simulated on documents prepared by Electronic Data Processing (EDP) or telex methods by entering a series of oblique strokes (/) down both margins. It is clear that all the information is not always needed for all modes of transport. Unnecessary data can be omitted from individual forms, which should otherwise be designed according to the recommended layout, taking into consideration the provisions of the Working Party’s recommendation of June 1973, “United Nations Layout Key for International Trade Documents”.

27. It will be seen that the hazard classifications are laid out in the central “Goods Description” area without any attempt at sub-division into separate boxes. This allows flexibility to cater for different national aligned series of documents, and also ensures that the vital classification details can be reproduced from a Master Document in a one-run system, not only on the dangerous goods form but on all shipping documents including those required by the importer and importing authorities.

V. COMBINATION WITH OTHER FORMS

28. In order to reduce the number of documents, and thereby minimise both risk and cost, the dangerous goods declaration could be combined whenever possible with an existing transport or cargo handling document. Regulations almost always permit the dangerous goods declaration to be combined with the main transport document. The possibility of incorporating a declaration within an existing document depends on a combination of official regulations and commercial practices in a particular country.

29. There follows a list of some documents in which it may be possible to incorporate a dangerous goods declaration:

- (a) Application for forwarding/shipment of cargo;
- (b) Export Cargo Shipping Instructions or multimodal Transport Cargo Booking Form as used by many multimodal transport companies;
- (c) Cargo handling documents for example, shipping notes for cargo reservation, dock delivery, and tallying;
- (d) Shipowner’s Stowage Order. This can be an additional copy of the declaration, which is returned to the shipper, annotated by the carrier with dock delivery authorization and instructions;

- (e) The Main Transport Document, i.e. Road/Rail/Sea/Air Waybill or Consignment Note, or Multimodal Transport Document in accordance with the UNCTAD/ICC Rules for Multimodal Transport Documents.

VI. THE DATA ELEMENTS

30. 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 necessary to include certain basic information in the transport document for the dangerous goods consignment. According to the Orange Book, the basic items of information considered necessary for each dangerous substance, material or article offered for transport by any mode are:

- (a) the proper shipping name, as determined in accordance with 13.8 of the "Orange Book";
- (b) the class or, when assigned, the division of the goods; for substances and articles of Class 1, the division should be followed immediately by the compatibility group letter;
- (c) the UN Number preceded by the letters "UN" and, where assigned, the packing group for the substance or article; and
- (d) the total quantity of dangerous goods covered by the description (by volume, mass, or net explosive content)

31. If waste dangerous goods (other than radioactive wastes) are being transported for disposal, or for processing for disposal, the proper shipping name should be preceded by the word "WASTE".

32. For self-reactive substances of Division 4.1 and for organic peroxides that require temperature control during transport, the control and emergency temperatures should be included in the transport document.

33. For certain self-reactive and related substances of Division 4.1 and organic peroxides of Division 5.2 for which the competent authority has permitted the "EXPLOSIVE" subsidiary risk label (model No.01) to be dispensed with for the specific package, a statement to this effect should be included in the transport document.

34. When organic peroxides and self-reactive substances are transported under conditions where approval is required, a statement to this effect should be included in the transport document. A copy of the statement of approval of the classification and conditions of transport for non-listed organic peroxides and self-reactive substances should be attached to the transport document.

35. When a sample of an organic peroxide or a self-reactive substance is transported, a statement to this effect should be included in the transport document.

36. The location and order in which these elements of information appear in the transport document is left optional, except that the proper shipping name, class, UN Number and, where assigned, packing group should appear in that sequence. An example of a dangerous goods description is:

"ALLYL ALCOHOL 6.1 UN 1098 I"

37. The stated sequence of hazard classification should be followed wherever possible to assist proper transcription and recognition of details. The sequence of information shown is that used in most modes of transport. Only one sequence of hazard classification should be followed for all modes of transport in multimodal transport.

38. In addition, other elements of information deemed necessary by national authorities or international organisations may also be shown (e.g. flash point or flash point range in C c.c.).

VII. CLASSIFICATION OF DANGEROUS GOODS

39. According to the UN Recommendations on the Transport of Dangerous Goods, dangerous goods are divided into the following classes/divisions:

Class 1	Explosive substances and articles
Class 2	Gases
Class 3	Flammable liquids
Class 4	
<i>Division 4.1</i>	Flammable solids
<i>Division 4.2</i>	Substances liable to spontaneous combustion
<i>Division 4.3</i>	Substances which, in contact with water, emit flammable gases
Class 5	
<i>Division 5.1</i>	Oxidizing substances
<i>Division 5.2</i>	Organic peroxides
Class 6	
<i>Division 6.1</i>	Toxic substances
<i>Division 6.2</i>	Infectious substances
Class 7	Radioactive material
Class 8	Corrosive substances
Class 9	Miscellaneous dangerous substances and articles

40. This classification is implemented world-wide for all modes of transport, and the lists of substances within each classification are globally harmonized for all modes of transport, with a few exceptions such as the classification of certain aerosols for maritime transport and in Class 2 in Europe (ADR and RID) which will be aligned as from 1.1.1997.

VIII. PACKING CERTIFICATE

41. The UN Orange Book recommends that when dangerous goods are loaded into a freight container, (for the purposes of this recommendation the term “freight container” is limited to transport units meeting the definition of “container” in the International Conventions for Safe Containers (CSC) signed at Geneva on 2 December 1972) those responsible for supervising this operation should provide a “container packing certificate” identifying the person signing the certificate and certifying that the operation has been carried out in accordance with the following conditions:

- (a) the container is clean and apparently fit to receive the goods;
- (b) packages which should be segregated, i.e. in different freight containers, have not been loaded together in the container;
- (c) packages have been externally inspected for damage, and only sound packages loaded;
- (d) all goods have been properly loaded and, where necessary, adequately braced with securing material to suit the mode(s) of transport for the intended journey;
- (e) goods loaded in bulk have been evenly distributed within the container;
- (f) for consignments including goods of Class 1 other than Division 1.4, the container is structurally serviceable in accordance with the “Orange Book”;
- (g) the container and packages are properly marked, labelled and placarded in accordance with the “Orange Book”;
- (h) a certificate or form, as indicated further, in paragraphs 47-49, has been received for each dangerous goods consignment loaded in the container.

42. Such a certificate may also be required for sea transport of vehicles (including rail wagons, and road vehicles but not tanks). It is recommended that the functions of the document required further in paragraph 50 (the declaration) and of the container packing certificate required in paragraph 41 are incorporated in a single document; if this is not possible, it may be desirable to attach these documents one to the other. If these functions are incorporated into a single document, the inclusion of a signed declaration that the packing of the container has been carried out in accordance with the applicable modal regulations together with the identification of the person signing the form may suffice.

43. For convenience, this information may also be shown on the back of the multimodal declaration form.

IX. EMERGENCY INFORMATION

44. It is necessary to ensure that appropriate information be immediately available at all times, for use in emergency response to accidents and incidents involving dangerous

goods in transport. The information should be made available separately from the packages containing the dangerous goods, and immediately accessible in the event of an accident or incident.

45. The current practice in sea and air transport, and in certain countries for inland transport shows that it is not always required to specify the emergency information in the transport document itself, as this information may be derived from the dangerous goods information already included (e.g. UN number and proper shipping name) at least when separate documents cross referencing emergency information to UN numbers and proper shipping names are available.

46. Such documents have been prepared by ICAO (“Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods”) and IMO (“Emergency Procedures for Ships Carrying Dangerous Goods” and “Medical First Aid Guide in Accidents Involving Dangerous Goods”) and by certain governments for inland transport (e.g. United States of America, Canada).

47. In other cases, the provision of that information to the carrier by the consignor is required. For example, for international road transport in Europe (ADR) the instructions corresponding to the dangerous goods carried must be supplied in writing, in addition to the transport document, in all languages of the countries concerned by the voyage (as from 1.1.1997, only in a language the driver(s) is (are) able to read and understand). In such a case, it may be possible to use standard pre-printed cards and safety data sheets giving transport emergency information for a particular product or group of products.

48. In some instances it is required that a specific entry is included in the transport document (e.g. hazard identification code for carriage in tank-wagons (RID) and in certain national regulations, emergency telephone numbers, reference to a safety card number, etc)

49. It is recognised that supplementary data may be required to satisfy certain national or commercial requirements. However, these reflect practices of limited applicability and the above list enumerates generally accepted requirements. Any additional data required by national organisations should be kept to an absolute minimum in the interests of safety.

X. THE FORM

50. The wording of the dangerous goods declaration is of legal and practical importance, whether it appears on a separate document or is combined with a transport or cargo handling document. In most cases, declarations required under various Conventions and regulations are similar or identical in meaning but simply use different words. In order to overcome the problems of multimodal transport, the wording of the declaration has been standardised in accordance with the “Orange Book”:

“I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled (or placarded), and are in all respects in proper condition for transport according to applicable international and national governmental regulations.”

51. The text of the above declaration, and the special information relative to the hazards of the goods to be transported (as indicated in paragraph 45) may be incorporated in, or combined with, an existing transport or cargo handling document. The layout of the information in the document (or the order of the corresponding data by electronic data processing (EDP) or electronic data interchange (EDI) techniques) should be as provided in paragraph 36.

52. The carriage of dangerous goods by rail in Europe or other countries Parties to the COTIF does not require a particular form because the mandatory details are entered onto the consignment note by the sender himself. However, if the goods are to be further shipped by air or sea, the particular declaration could be added to the consignment note in the form of an attachment or if the exporter wished

he could use this particular form for rail transport; in this case as an additional copy (one copy for each copy of the consignment note) in the sense of DCU 11 to article 13 of the CIM and the consignor could indicate this addition on the consignment note.

XI. SPECIAL REQUIREMENTS

53. In a few cases, special documentary requirements have been laid down for certain substances or modes of transport. Some of these requirements can be incorporated in the transport document (e.g. various statements required by RID or ADR). Others have to be provided in addition to the transport document, such as weathering certificates, statements of approved classification by the competent authority, approval certificates, exemption certificates.

52. The recommended layout for dangerous goods declarations provided in Annex II to this Recommendation draws the attention of persons completing the form to the fact that special information is required in the circumstances described above.

Annex I

DANGEROUS GOODS INFORMATION REQUIREMENTS ACCORDING TO THE MODAL REGULATIONS APPLICABLE IN EUROPE

This Annex contains a list of all the data required in the modal regulations governing the international transport of dangerous goods in Europe. The list has been produced from the modal regulations for road, rail, air and sea, the data being extracted from the ADR, RID, ICAO/IATA and IMDG Code Regulations. The inclusion of further data such as MFAG/EMS numbers and 24 hr telephone numbers has not been included, because they are not required in the UN Orange Book and in the modal regulations although it is recognised that these are requested by some national authorities or shipping companies.

For ease of reference and document design, the list has been divided into five sections, they comprise of the following:

- header information - information such as name and address of the consignee/consignor and carrier (where applicable);

- reference information - incorporating commercial and official references, i.e. the Air Waybill number;
- voyage information - including departure/arrival points, flight numbers, vessel sailings etc;
- consignment information - ranging from marks and numbers and net and gross weights to specific information on the nature of the hazard and classification; and,
- declarations and signatory areas - the declaration requirements have been shown for each mode of transport as they all differ.

However, for the purposes of the DGD a suggested form of shipper's declaration and packing certificate is also given.

Item	Box No	Data	M/O/C (1)	Mode (2)	Comments
Header Information					
1	1	Shipper/Consignor/Sender	M	A,B,C,D	
2	6	Consignee	M	A,B,C,D	
3	7	Carrier	C	A,C,D	
Reference Information					
4	2	References - i.e. AWB number	M	A,B	Must be declared although not necessarily by shipper
Voyage Information					
5	10	Vessel/flight number and date	O	A=ship's name/voyage no.	Must be declared although not necessarily by shipper
6	11	Port/place of loading	O	A	Must be declared although not necessarily by shipper
7	12	Port/place of discharge	O	A	Must be declared although not necessarily by shipper
Consignment - Hazard Information					
8	14	Marks and numbers or container numbers	O	A,B,C,D	
9	14	Proper Shipping Name	M	A,B,C,D	
10	14	Hazard Class/Division	M	A,B,C,D	Class 7: "Radioactive Material" (to be included where it is not shown in the PSN).
11	14	UN Number	C	A,B,C,D	Mandatory when provided
12	14	Compatibility Group	M	A,B,C,D	
13	14	Packing Group	M	A,B	
14	14	Hazard Identification Number	M	D	For tanks and tank containers
15	14	Additional information regarding provisions taken	M	C,D	E.g. for unstable substances
16	14	Item Number together with any letter (equivalent of the packing group for other modes)	M	C,D	
17	14	Indication of empty packaging			
		a) Air and Sea	M		"EMPTY UNCLEAN" or "RESIDUE LAST CONTAINED" with PSN; very limited usage under ICAO
18		b) Road and rail	M		ADR/RID="EMPTY PACKAGING, LAST LOAD"; specific item in each class for empty packaging
19	14	For waste products show "WASTE" before PSN	M	A,B,C,D	
20	14	Number and kind of packages (volume and mass of consignment)	M	A,B,C,D	(Class 1 net explosive) mass of contents
21	14	Minimum flashpoint degree C	C	A	A=61 Deg C or below
22	14	MARINE POLLUTANT	C	A	
23	14	The initials "ADR" or "RID"	M	C,D	
24	14	Control and Emergency temperatures	C	A,C	Class 4.1 and 5.2 only (self reactive and related substances)
25	8	Aircraft limitations	C	B	Designates "cargo or passenger aircraft" or "cargo only"
Declarations					
26	22	Declaration (shipper) Signatory/name/status, company place, date and signature	M	A,B,C,D	
27	20	Declaration (packer), name/status, company, place and date, signature	C	A	Containers and vehicles
		(1) = Mandatory/Optional/Conditional			
		(2) A=IMDG B=ICAO C=ADR D=RID			

Container/Vehicle Packing Certificate

The signature given overleaf in Box 15 must be that of the person controlling the container/vehicle operation.

It is certified that:

The container/vehicle was clean, dry and apparently fit to receive the goods.

If the consignments include goods of Class 1, other than division 1.4, the container is structurally serviceable in conformity with section 12 of the introduction to Class 1 of the IMDG Code.

No incompatible goods have been packed into the container/vehicle unless specially authorised by the the Competent Authority.

All packages have been externally inspected for damage and only sound packages packed.

Drums have been stowed in an upright position, unless otherwise authorised by the Competent Authority

All packages have been properly packed and secured in the container/vehicle.

When materials are transported in bulk packagings the cargo has been evenly distributed in the container/vehicle.

The packages and the container/vehicle have been properly marked, labelled and placarded. Any irrelevant marks, labels and placards have been removed.

When solid Carbon Dioxide (CO₂ - dry ice) is used for cooling purposes, the vehicle or freight container is externally marked or labelled in a conspicuous place, e.g. at the door end, with the words: DANGEROUS CO₂ - GAS (DRY ICE) INSIDE - VENTILATE THOROUGHLY BEFORE ENTERING.

When this Dangerous Goods Form is used as a container/vehicle packing certificate only, not a combined document, a dangerous goods declaration signed by the shipper or supplier must have been issued/received to cover each dangerous goods consignment packed in the container.

Note: The container packing certificate is not required for tanks.

MULTI MODAL DANGEROUS GOODS FORM

Continuation Sheet

BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS BLACK HATCHINGS

1. Shipper/ Conignor/ Sender	2. Transport document number		
3. Page of Pages	4. Shipper's reference		5. Freight Forwarder's reference

14. Shipping marks	* Number and kind of packages; description of goods	Gross weight (kg)	Net weight	Cube (M3)
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• DANGEROUS GOODS:
 Refer to the IMDG, ADR, RID, ICAO and National regulations as appropriate.
 You must specify: proper shipping name, hazard class, UN no., Packing group, Marine pollutant and observe all mandatory requirements under the applicable national and international governmental regulations.
 (Refer to reverse for further details)

