

Dear customer,

For your convenience we have summarized some important IMDG (International Maritime Dangerous Goods) Code regulations we need to follow for the **shipment of hazardous goods loaded in cargo transport units** (chapter 5.3 and 5.4).

Each shipment of dangerous goods must be accompanied by a dangerous goods document. A complete list of all required details can be found in chapter 5.4.1 of the IMDG code, e.g.:

- UN number;
- The proper shipping name, including supplements as mentioned in chapter 5.4.1.4.3 (e.g. technical name for n.o.s and other generic descriptions, remarks: "Empty Uncleaned", "Waste", "Limited Quantities" and "Marine Pollutant" if appropriate);
- Primary hazard class;
- Subsidiary hazard class, when assigned;
- Packing group, when assigned;
- Number and type of packaging, payload, flashpoint etc.

This document should also contain:

- A certification or declaration that the consignment is acceptable for transport and that the goods are properly packaged, marked and labeled and in proper condition for transport (chapter 5.4.1.6.1);
- A container packing certificate (CPC), not required for tank containers, confirming cargo is loaded into the container according to the regulations mentioned in chapter 5.4.2.1;
- Cargo transport unit identification number;
- Name of company, name/status of declarant, place and date and **(electronic) signatures of declarant.**

To secure a smooth check-in at our terminals, we kindly request you to provide us with above information / documentation at booking stage – the CPC and unit identification number could follow after the cargo transport unit has been loaded and has to be in our possession before the cargo transport unit is delivered to the terminal -.

This will give us time for a proper check of the details provided before the cargo transport unit is discharged onto the terminal and gives us the opportunity to place the provided documentation on board of the vessel before the unit is loaded onto the vessel (in line with chapter 5.4.3.1).

## Shipment of Hazardous Goods

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Providing of dangerous goods documentation only when delivering unit to the terminal or not complying with the IMDG placarding regulations as stated in chapter 5.3 of the IMDG code, could lead to considerable delay at the gate and even short shipment of the cargo transport unit.

Should you have any questions in regards to the above, please do not hesitate to contact our customer service staff.

Thank you,

Samskip Multimodal