

Chapter 5.4

Documentation

- Note 1** The provisions of this Code do not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an alternative to paper documentation. All references to “dangerous goods transport document” in this chapter also include provision of the required information by use of EDP and EDI transmission techniques.
- Note 2** When dangerous goods are offered for transport, similar documents to those required for other categories of goods have to be prepared. The form of these documents, the particulars to be entered on them and the obligations they entail may be fixed by international conventions applying to certain modes of transport and by national legislation.
- Note 3** One of the primary requirements of a transport document for dangerous goods is to convey the fundamental information relative to the hazards of the goods. It is, therefore, necessary to include certain basic information on the document for a consignment of dangerous goods unless otherwise exempted or required in this Code.
- Note 4** In addition to the provisions of this chapter, other elements of information may be required by the competent authority.
- Note 5** In addition to the provisions of this chapter other additional information may be included. However, this information shall not:
- .1 divert attention from the safety information required by this chapter or by the competent authority;
 - .2 contradict the safety information required by this chapter or by the competent authority; or
 - .3 duplicate information already provided.

5.4.1 Dangerous goods transport information

5.4.1.1 General

5.4.1.1.1 Except as otherwise provided, the consignor who offers dangerous goods for transport shall give to the carrier the information applicable to those dangerous goods, including any additional information and documentation as specified in this Code. This information may be provided on a dangerous goods transport document or, with the agreement of the carrier, by EDP or EDI techniques.

5.4.1.1.2 When the dangerous goods transport information is given to the carrier by EDP or EDI techniques, the consignor shall be able to produce the information without delay as a paper document, with the information in the sequence required by this chapter.

5.4.1.2 Form of the transport document

5.4.1.2.1 A dangerous goods transport document may be in any form, provided it contains all of the information required by the provisions of this Code.

5.4.1.2.2 If both dangerous and non-dangerous goods are listed in one document, the dangerous goods shall be listed first, or otherwise be emphasized.

5.4.1.2.3 Continuation page

A dangerous goods transport document may consist of more than one page, provided pages are consecutively numbered.

5.4.1.2.4 The information on a dangerous goods transport document shall be easy to identify, legible and durable.

5.4.1.2.5 *Example of a dangerous goods transport document*

The form shown in figure 5.4.5 is an example of a dangerous goods transport document.*

5.4.1.3 **Consignor, consignee and date**

The name and address of the consignor and the consignee of the dangerous goods shall be included on the dangerous goods transport document. The date the dangerous goods transport document or an electronic copy of it was prepared or given to the initial carrier shall be included.

5.4.1.4 **Information required on the dangerous goods transport document**

5.4.1.4.1 *Dangerous goods description*

The dangerous goods transport document shall contain the following information for each dangerous substance, material or article offered for transport:

- .1 the UN number preceded by the letters “UN”;
- .2 the proper shipping name, as determined according to 3.1.2, including the technical name enclosed in parenthesis, as applicable (see 3.1.2.8);
- .3 the primary hazard class or, when assigned, the division of the goods, including, for class 1, the compatibility group letter. The words “Class” or “Division” may be included preceding the primary hazard class or division numbers;
- .4 subsidiary hazard class or division number(s) corresponding to the subsidiary hazard label(s) required to be applied, when assigned, shall be entered following the primary hazard class or division and shall be enclosed in parenthesis. The words “Class” or “Division” may be included preceding the subsidiary hazard class or division numbers;
- .5 where assigned, the packing group for the substance or article, which may be preceded by “PG” (e.g. “PG II”).

5.4.1.4.2 *Sequence of the dangerous goods description*

The five elements of the dangerous goods description specified in 5.4.1.4.1 shall be shown in the order listed above (i.e. .1, .2, .3, .4, and .5) with no information interspersed, except as provided in this Code. Unless permitted or required by this Code, additional information shall be placed after the dangerous goods description.

5.4.1.4.3 *Information which supplements the proper shipping name in the dangerous goods description*

The proper shipping name (see 3.1.2) in the dangerous goods description shall be supplemented as follows:

- .1 *Technical names for “n.o.s.” and other generic descriptions:* proper shipping names that are assigned special provision 274 or 318 in column 6 of the Dangerous Goods List shall be supplemented with their technical or chemical group names as described in 3.1.2.8.
- .2 *Empty uncleaned packagings, bulk containers and tanks:* Empty means of containment (including packagings, IBCs, bulk containers, portable tanks, road tank vehicles and railway tank wagons) which contain the residue of dangerous goods of classes other than class 7 shall be described as such by, for example, placing the words “EMPTY UNCLEANED” or “RESIDUE LAST CONTAINED” before or after the dangerous goods description specified in 5.4.1.4.1.1 to .5.
- .3 *Wastes:* For waste dangerous goods (other than radioactive wastes) which are being transported for disposal, or for processing for disposal, the proper shipping name shall be preceded by the word “WASTE”, unless this is already a part of the proper shipping name.
- .4 *Elevated temperature substances:* If the proper shipping name of a substance which is transported or offered for transport in a liquid state at a temperature equal to or exceeding 100°C, or in a solid state at a temperature equal to or exceeding 240°C, does not convey the elevated temperature condition (for example, by using the term “MOLTEN” or “ELEVATED TEMPERATURE” as part of the proper shipping name), the word “HOT” shall immediately precede the proper shipping name.

* For standardized formats, see also the relevant recommendations of the UNECE United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), in particular Recommendation No. 1 (United Nations Layout Key for Trade Documents) (ECE/TRADE/137, edition 81.3), UN Layout Key for Trade Documents – Guidelines for Applications (ECE/TRADE/270, edition 2002), Revised Recommendation No. 11 (Documentary Aspects of the International Transport of Dangerous Goods) (ECE/TRADE/C/CEFACT/2008/8) and Recommendation No. 22 (Layout Key for Standard Consignment Instructions) (ECE/TRADE/168, edition 1989). Refer also to the UN/CEFACT Summary of Trade Facilitation Recommendations (ECE/TRADE/346, edition 2006) and the United Nations Trade Data Elements Directory (UNTDDED) (ECE/TRADE/362, edition 2005).

- 5.4.1.5.5.1 When, for certain self-reactive substances and polymerizing substances of class 4.1 and organic peroxides of class 5.2, the competent authority has permitted the “EXPLOSIVE” subsidiary hazard label (model No. 1) to be dispensed with for the specific package, a statement to this effect shall be included.
- 5.4.1.5.5.2 When organic peroxides and self-reactive substances are transported under conditions where approval is required (for organic peroxides, see 2.5.3.2.5, 4.1.7.2.2, 4.2.1.13.1 and 4.2.1.13.3; for self-reactive substances, see 2.4.2.3.2.4 and 4.1.7.2.2), a statement to this effect shall be included in the dangerous goods transport document. A copy of the classification approval and conditions of transport for non-listed organic peroxides and self-reactive substances shall be attached to the dangerous goods transport document.
- 5.4.1.5.5.3 When a sample of an organic peroxide (see 2.5.3.2.5.1) or a self-reactive substance (see 2.4.2.3.2.4.2) is transported, a statement to this effect shall be included in the dangerous goods transport document.
- 5.4.1.5.6 **Infectious substances**
- The full address of the consignee shall be shown on the document, together with the name of a responsible person and his telephone number.
- 5.4.1.5.7 **Radioactive material**
- 5.4.1.5.7.1 The following information shall be included for each consignment of class 7 material, as applicable, in the order given:
- .1 the name or symbol of each radionuclide or, for mixtures of radionuclides, an appropriate general description or a list of the most restrictive nuclides;
 - .2 a description of the physical and chemical form of the material, or a notation that the material is special form radioactive material or low dispersible radioactive material. A generic chemical description is acceptable for chemical form;
 - .3 the maximum activity of the radioactive contents during transport expressed in units of becquerels (Bq) with an appropriate SI prefix symbol (see 1.2.2.1). For fissile material, the mass of fissile material (or mass of each fissile nuclide for mixtures when appropriate) in units of grams (g), or appropriate multiples thereof, may be used in place of activity;
 - △ .4 the category of the package, overpack or freight container, as assigned per paragraph 5.1.5.3.4, i.e. I-WHITE, II-YELLOW, III-YELLOW;
 - △ .5 the TI as determined per paragraphs 5.1.5.3.1 and 5.1.5.3.2 (except for category I-WHITE);
 - .6 for fissile material:
 - .1 shipped under one exception of 2.7.2.3.5.1 to 2.7.2.3.5.6, reference to that paragraph;
 - .2 shipped under 2.7.2.3.5.3 to 2.7.2.3.5.5, the total mass of fissile nuclides;
 - .3 contained in a package for which one of 6.4.11.2 (a) to (c) or 6.4.11.3 is applied, reference to that paragraph;
 - .4 the criticality safety index, where applicable.
 - .7 the identification mark for each competent authority certificate of approval (special form radioactive material, low dispersible radioactive material, fissile material excepted under 2.7.2.3.5.6, special arrangement, package design, or shipment) applicable to the consignment;
 - .8 for consignments of more than one package, the information contained in 5.4.1.4.1.1 to .3 and 5.4.1.5.7.1.1 to .7 shall be given for each package. For packages in an overpack, freight container, or conveyance, a detailed statement of the contents of each package within the overpack, freight container, or conveyance and, where appropriate, of each overpack, freight container, or conveyance shall be included. If packages are to be removed from the overpack, freight container, or conveyance at a point of intermediate unloading, appropriate transport documents shall be made available;
 - .9 where a consignment is required to be shipped under exclusive use, the statement “EXCLUSIVE USE SHIPMENT”; and
 - △ .10 for LSA-II, LSA-III, SCO-I, SCO-II and SCO-III, the total activity of the consignment as a multiple of A_2 . For radioactive material for which the A_2 value is unlimited, the multiple of A_2 shall be zero.
- 5.4.1.5.7.2 The transport document shall include a statement regarding actions, if any, that are required to be taken by the carrier. The statement shall be in the languages deemed necessary by the carrier or the authorities concerned, and shall include at least the following points:
- .1 supplementary requirements for loading, stowage, transport, handling and unloading of the package, overpack or freight container, including any special stowage provisions for the safe dissipation of heat (see 7.1.4.5.2), or a statement that no such requirements are necessary;
 - .2 restrictions on the mode of transport or conveyance and any necessary routing instructions;
 - .3 emergency arrangements appropriate to the consignment.

5.4.1.5.7.3 In all cases of international transport of packages requiring competent authority approval of design or shipment, for which different approval types apply in the different countries concerned by the shipment, the UN number and proper shipping name required in 5.4.1.4.1 shall be in accordance with the certificate of the country of origin of design.

5.4.1.5.7.4 The applicable competent authority certificates need not necessarily accompany the consignment. The consignor shall make them available to the carrier(s) before loading and unloading.

5.4.1.5.8 **Aerosols**

If the capacity of an aerosol is above 1000 mL, this shall be declared in the transport document.

5.4.1.5.9 **Explosives**

The following information shall be included for each consignment of class 1 goods, as applicable:

- .1 Entries have been included for “SUBSTANCES, EXPLOSIVE, N.O.S.”, “ARTICLES, EXPLOSIVE, N.O.S.”, and “COMPONENTS, EXPLOSIVE TRAIN, N.O.S.”. When a specific entry does not exist, the competent authority of the country of origin shall use the entry appropriate to the hazard division and compatibility group. The transport document shall contain the statement: “Transport under this entry approved by the competent authority of ...” followed by the State’s distinguishing sign used on vehicles in international road traffic* of the country of the competent authority.
- .2 The transport of explosive substances for which a minimum water or phlegmatizer content is specified in the individual entry is prohibited when containing less water or phlegmatizer than the specified minimum. Such substances shall only be transported with special authorization granted by the competent authority of the country of origin. The transport document shall contain the statement “Transport under this entry approved by the competent authority of ...” followed by the State’s distinguishing sign used on vehicles in international road traffic* of the country of the competent authority.
- .3 When explosive substances or articles are packaged “as approved by the competent authority”, the transport document shall contain the statement “Packaging approved by the competent authority of ...” followed by the State’s distinguishing sign used on vehicles in international road traffic* of the country of the competent authority.
- .4 There are some hazards which are not indicated by the hazard division and compatibility group of a substance. The shipper shall provide an indication of any such hazards on the dangerous goods documentation.

5.4.1.5.10 **Viscous substances**

When viscous substances are transported in accordance with 2.3.2.5, the following statement shall be included in the transport document: “Transport in accordance with 2.3.2.5 of the IMDG Code.”.

5.4.1.5.11 **Special provisions for segregation**

5.4.1.5.11.1 For substances, mixtures, solutions or preparations classified under N.O.S. entries not included in the segregation groups listed in 3.1.4.4 but belonging, in the opinion of the consignor, to one of these groups (see 3.1.4.2), the appropriate segregation group name or segregation group code (SGG) listed in 7.2.5.2 preceded by the phrase “IMDG Code segregation group” shall be included in the transport document after the dangerous goods description. For example:

“UN 1760 CORROSIVE LIQUID, N.O.S. (phosphoric acid, acetic acid) 8 III IMDG Code segregation group 1 – Acids”; or
“UN 1760 CORROSIVE LIQUID, N.O.S. (phosphoric acid, acetic acid) 8 III IMDG Code segregation group SGG1.

5.4.1.5.11.2 When substances are loaded together in a cargo transport unit in accordance with 7.2.6.3, the following statement shall be included in the transport document: “Transport in accordance with 7.2.6.3 of the IMDG Code”.

5.4.1.5.11.3 When acid and alkali substances of class 8 are transported in the same cargo transport unit, whether in the same packaging or not, in accordance with 7.2.6.5, the following statement shall be included in the transport document: “Transport in accordance with 7.2.6.5 of the IMDG Code”.

5.4.1.5.12 **Transport of solid dangerous goods in bulk containers**

For bulk containers other than freight containers, the following statement shall be included on the transport document (see 6.9.4.6):

“Bulk container BK(x) approved by the competent authority of ...”

Note: “(x)” shall be replaced with “1” or “2”, as appropriate.

* Distinguishing sign of the State of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.



5.4.1.5.13 Transport of IBCs or portable tanks after the date of expiry of the last periodic test or inspection

For transport in accordance with 4.1.2.2.2.2, 6.7.2.19.6.2, 6.7.3.15.6.2 or 6.7.4.14.6.2, a statement to this effect shall be included in the transport document, as follows: “Transport in accordance with 4.1.2.2.2.2”, “Transport in accordance with 6.7.2.19.6.2”, “Transport in accordance with 6.7.3.15.6.2” or “Transport in accordance with 6.7.4.14.6.2” as appropriate.

5.4.1.5.14 Dangerous goods in excepted quantities

5.4.1.5.14.1 When dangerous goods are transported according to the exceptions for dangerous goods packed in excepted quantities provided for in column 7b of the Dangerous Goods List and chapter 3.5, the words “dangerous goods in excepted quantities” shall be included.

5.4.1.5.15 Firework classification reference

When fireworks of UN Nos. 0333, 0334, 0335, 0336 and 0337 are transported, the dangerous goods transport document shall include a classification reference(s) issued by the competent authority.

The classification reference(s) shall consist of the competent authority's state, indicated by the distinguishing sign used on vehicles in international road traffic,^{*} the competent authority identification and a unique serial reference. Examples of such classification references are:

- GB/HSE123456
- D/BAM1234
- USA EX20091234.

5.4.1.5.16 Classification where new data is available (see 2.0.0.2)

For transport in accordance with 2.0.0.2, a statement to this effect shall be included in the transport document, as follows “Classified in accordance with 2.0.0.2”.

5.4.1.5.17 Transport of UN Nos. 3528, 3529 and 3530

For transport of UN Nos. 3528, 3529 and 3530, the transport document shall contain the following additional statement “Transport in accordance with special provision 363”.

■ 5.4.1.5.18 Actual holding time

In the case of portable tanks carrying refrigerated liquefied gases the consignor shall enter in the transport document the date at which the actual holding time ends, in the following format:

“END OF HOLDING TIME:..... (DD/MM/YYYY)”

5.4.1.6 Certification

5.4.1.6.1 The dangerous goods transport document shall include a certification or declaration that the consignment is acceptable for transport and that the goods are properly packaged, marked and labelled, and in proper condition for transport in accordance with the applicable regulations. The text for this certification is:

“I hereby declare that the contents of this consignment are fully and accurately described above/below[†] 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 government regulations.”

The certification shall be signed and dated by the consignor. Facsimile signatures are acceptable where applicable laws and regulations recognize the legal validity of facsimile signatures.

5.4.1.6.2 If the dangerous goods documentation is presented to the carrier by means of EDP or EDI transmission techniques, the signature(s) may be electronic signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.

5.4.1.6.3 When the dangerous goods transport information is given to a carrier by EDP or EDI techniques and subsequently the dangerous goods are transferred to a carrier that requires a paper dangerous goods transport document, the carrier shall ensure that the paper document indicates “Original received electronically” and the name of the signatory shall be shown in capital letters.

^{*} Distinguishing sign of the State of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.

[†] As appropriate.

5.4.2 Container/vehicle packing certificate

5.4.2.1 When dangerous goods are packed or loaded into any container* or vehicle, those responsible for packing the container or vehicle shall provide a “container/vehicle packing certificate” specifying the container/vehicle identification number(s) and certifying that the operation has been carried out in accordance with the following conditions:

- .1 The container/vehicle was clean, dry and apparently fit to receive the goods;
- .2 Packages which need to be segregated in accordance with applicable segregation requirements have not been packed together onto or in the container/vehicle (unless approved by the competent authority concerned in accordance with 7.3.4.1);
- .3 All packages have been externally inspected for damage, and only sound packages have been loaded;
- .4 Drums have been stowed in an upright position, unless otherwise authorized by the competent authority, and 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;
- .5 Goods loaded in bulk have been evenly distributed within the container/vehicle;
- .6 For consignments including goods of class 1 other than division 1.4, the container/vehicle is structurally serviceable in accordance with 7.1.2;
- .7 The container/vehicle and packages are properly marked, labelled and placarded, as appropriate;
- .8 When substances presenting a risk of asphyxiation are used for cooling or conditioning purposes (such as dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951)), the container/vehicle is externally marked in accordance with 5.5.3.6; and
- .9 A dangerous goods transport document, as indicated in 5.4.1, has been received for each dangerous goods consignment loaded in the container/vehicle.

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

△ 5.4.2.2 The information required in the dangerous goods transport document and the container/vehicle packing certificate may be incorporated into a single document; if not, these documents shall be attached. If the information is incorporated into a single document, the document shall include a signed declaration such as “It is declared that the packing of the goods into the container/vehicle has been carried out in accordance with the applicable provisions”. This declaration shall be dated and the person signing this declaration shall be identified on the document. Facsimile signatures are acceptable where applicable laws and regulations recognize the legal validity of facsimile signatures.

5.4.2.3 If the container/vehicle packing certificate is presented to the carrier by means of EDP or EDI transmission techniques, the signature(s) may be electronic signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.

5.4.2.4 When the container/vehicle packing certificate is given to a carrier by EDP or EDI techniques and subsequently the dangerous goods are transferred to a carrier that requires a paper container/vehicle packing certificate, the carrier shall ensure that the paper document indicates “Original received electronically” and the name of the signatory shall be shown in capital letters.

5.4.3 Documentation required aboard the ship

5.4.3.1 Each ship carrying dangerous goods and marine pollutants shall have a special list, manifest[‡] or stowage plan setting out, in accordance with regulation VII/4.2 of SOLAS, as amended, and with regulation 5.2 of Annex III of MARPOL, the dangerous goods (except dangerous goods in excepted packages of class 7) and marine pollutants and the location thereof. This special list or manifest shall be based on the documentation and certification required in this Code. It shall contain in addition to the information in 5.4.1.4, 5.4.1.5 and, for UN 3359, in 5.5.2.4.1.1, the stowage location and the total quantity of dangerous goods and marine pollutants. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants, may be used in place of such special list or manifest.

5.4.3.2 Each ship carrying excepted packages of class 7 shall have a special list, manifest or stowage plan setting out these excepted packages and the location thereof. This special list or manifest shall be based upon the documents listed in 5.1.5.4.2.1.

* See definition of “freight container” in 1.2.1.

† See CTU Code.

‡ Refer to Amendments to the Annex to the *Convention on Facilitation of International Maritime Traffic, 1965* (resolution FAL.12(40), adopted on 8 April 2016).

5.4.3.3 A copy of the documents according to 5.4.3.1 and, if applicable, 5.4.3.2 shall be made available before departure to the person or organization designated by the port State authority.

5.4.3.4 Emergency response information

5.4.3.4.1 For consignments of dangerous goods, appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods in transport. The information shall be available away from packages containing the dangerous goods and immediately accessible in the event of an incident. Methods of compliance include:

- △ .1 appropriate entries in the special list, manifest or dangerous goods transport document; or
- .2 provision of a separate document such as a safety data sheet; or
- .3 provision of separate documentation, such as the *Revised Emergency Response Procedures for Ships Carrying Dangerous Goods* (EmS Guide) for use in conjunction with the transport document and the *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods* (MFAG).

5.4.4 Other required information and documentation

5.4.4.1 In certain circumstances, special certificates or other documents are required such as:

- .1 a weathering certificate; as required in the individual entries of the Dangerous Goods List;
- .2 a certificate exempting a substance, material or article from the provisions of the IMDG Code (such as, see individual entries for charcoal, fish meal, seed cake);
- .3 for new self-reactive substances and organic peroxides or new formulation of currently assigned self-reactive substances and organic peroxides, a statement by the competent authority of the country of origin of the approved classification and conditions of transport.

5.4.5 Multimodal Dangerous Goods Form

5.4.5.1 This form meets the requirements of SOLAS, chapter VII, regulation 4, [MARPOL, Annex III, regulation 5](#) and the provisions of this chapter. The information required by the provisions of this chapter is mandatory; however, the layout of this form is not mandatory.

This form may be used as a combined dangerous goods transport document and container/vehicle packing certificate for multimodal carriage of dangerous goods.

MULTIMODAL DANGEROUS GOODS FORM

1 Shipper/Consignor/Sender		2 Transport document number		
		3 Page 1 of pages	4 Shipper's reference	5 Freight forwarder's reference
6 Consignee		7 Carrier (to be completed by the carrier)		
		SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below 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 the applicable international and national governmental regulations.		
8 This shipment is within the limitations prescribed for: (Delete non-applicable)		9 Additional handling information		
PASSENGER AND CARGO AIRCRAFT		CARGO AIRCRAFT ONLY		
10 Vessel/flight No. and date	11 Port/place of loading			
12 Port/place of discharge	13 Destination			
14 Shipping marks	Number and kind of packages; description of goods*	Gross mass (kg)	Net mass (kg)	Cube (m ³)
				
15 Container identification No./ vehicle registration No.	16 Seal number(s)	17 Container/vehicle size and type	18 Tare mass (kg)	19 Total gross mass (including tare) (kg)
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. [†] MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING		21 RECEIVING ORGANISATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANISATION REMARKS:		
20 Name of company		Haulier's name	22 Name of company (OF SHIPPER PREPARING THIS NOTE)	
Name/status of declarant		Vehicle registration No.	Name/status of declarant	
Place and date		Signature and date	Place and date	
Signature of declarant		DRIVER'S SIGNATURE	Signature of declarant	

* DANGEROUS GOODS:
 You must specify: UN No., proper shipping name, hazard class, packing group (where assigned), marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purposes of the IMDG Code, see 5.4.1.4.

† For the purposes of the IMDG Code, see 5.4.2.

**Documentary Aspects of the International Transport of Dangerous Goods
Container/Vehicle Packing Certificate**

The signature given overleaf in box 20 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/vehicle is structurally serviceable.

No incompatible goods have been packed into the container/vehicle unless specially authorized by 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 authorized by the competent authority.

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

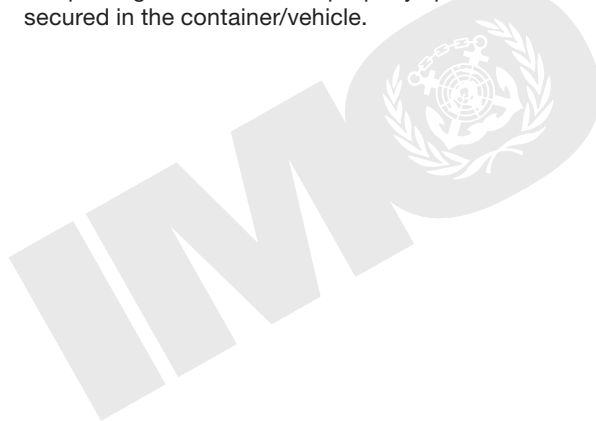
When materials are transported in bulk packagings, the cargo has been evenly distributed in the container/vehicle.

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


When substances presenting a risk of asphyxiation are used for cooling or conditioning purposes (such as dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951)), the container/vehicle is externally marked in accordance with 5.5.3.6.

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/vehicle.

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



MULTIMODAL DANGEROUS GOODS FORM
Continuation sheet

1 Shipper/Consignor/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 mass (kg)	Net mass (kg)	Cube (m ³)
					

* DANGEROUS GOODS:
You must specify: UN No., proper shipping name, hazard class, packing group (where assigned), marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purposes of the IMDG Code, see 5.4.1.4.

5

5.4.6 Retention of dangerous goods transport information

5.4.6.1 The consignor and the carrier shall retain a copy of the dangerous goods transport document and additional information and documentation as specified in this Code, for a minimum period of three months.

5.4.6.2 When the documents are kept electronically or in a computer system, the consignor and the carrier shall be able to reproduce them in a printed form.

