

DG Compliance Issues

A note to highlight common problems that NYK experiences when shipping dangerous goods, as defined in the IMDG Code.

16th March 2009

Dear Customer,

NYK has a statutory duty not to allow any DG container that does not fully comply with all IMDG Code regulations to be loaded onboard any of our vessels. As such, we would ask for your cooperation to avoid the frustration and additional expense, if your container is short shipped because of any deficiency. We would therefore like to highlight the five main problems we experience in general:

1. Dangerous Goods Transportation Documents (DGD)

- a.) DGD must be clearly readable. Illegible DGD's will not be accepted.
- b.) DGD must be completed according the IMDG Code 5.4.1.Common errors/omissions are:-

1. Not signed by Consignor

- A dangerous goods transport document should be signed by the Consignor of the dangerous goods who is certifying:-

"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 labeled/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

2. Dangerous goods description does not appear in the order specified in IMDG-code (5.4.1.4.1).
3. Information which supplements Proper Shipping Name (5.4.1.4.3) missing/incomplete/incorrect

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4. Information in addition to the Dangerous Goods description (5.4.1.5)
missing/incomplete/incorrect

2. Container Packing Certificate (CPC)

It is a requirement of the IMDG Code 5.4.2.1 that when dangerous goods are packed 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 the goods therein comply with all relevant regulations and the container itself complies with the regulations in all respects. Full details can be found under IMDG Code 5.4.2.1.

Containers that are not accompanied by this signed document will be refused shipment.

3. Segregation

Please note that by signing the container packing certificate as specified in IMDG Code 5.4.2, you as the person responsible for loading the container are certifying, amongst other things, 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 7.2.2.3).

It is your responsibility to ensure that all the regulations specified in the IMDG code are complied with. You should not rely solely upon the general segregation table shown in IMDG Code 7.2.1.16 and we draw your attention to the warning at the top of this table:-

SINCE THE PROPERTIES OF SUBSTANCES, MATERIALS OR ARTICLES WITHIN EACH CLASS MAY VARY GREATLY, THE DANGEROUS GOODS LIST SHALL ALWAYS BE CONSULTED FOR PARTICULAR PROVISIONS FOR SEGREGATION AS, IN THE CASE OF CONFLICTING PROVISIONS, THESE TAKE PRECEDENCE OVER THE GENERAL PROVISIONS.

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Shippers of mixed dangerous goods loads should therefore plan their loads accordingly and ensure their staff are properly trained for this role. Shippers should not submit applications to NYK that contravene the segregation requirements of the IMDG Code. Containers that are found to contravene the requirements of the IMDG Code will be refused shipment.

4. Marking Labelling and Placarding of Packages and Transport Units

IMDG Code Chapter 5.2 and 5.3 cover the requirements. Shippers are certifying that their containers comply by signing the Container Packing Certificate.

Containers or contents that are found to be incorrectly marked, labeled or placarded will be refused shipment

5. Inadequate Securing of Container Loads

Shippers should ensure that the containers that they load are adequately secured to withstand the forces imposed upon them during transport. Inadequately secured containers can be a danger to personnel, vessels and equipment.

Advice on packing Container transport units can be found in the IMDG Code supplement “IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units”.

NYK reserve the right to inspect any container and loads which, in the opinion of NYK or their agents, are inadequately secured will be refused shipment. Should such action result in additional costs to NYK, these costs will be recharged for the account of the cargo. If you require further advice on this subject, please contact your local NYK office.

Yours faithfully,

European Customer Services
Liner Division

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