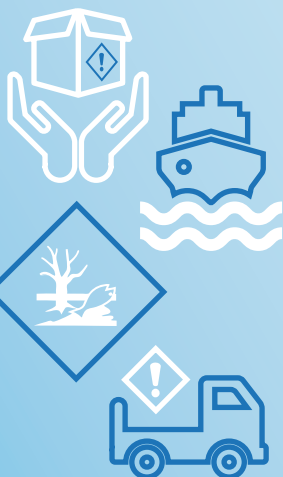


The Easy HANDBOOK

of European SDSs

SECTION 14:

transport information



What information do I need to provide in section 14 of the SDS?



14.1 UN Number or ID Number



14.2 UN proper shipping name



14.3 Transport hazard class(es)



14.4 Packing group



14.5 Environmental hazards



14.6 Special precautions for users



14.7 Maritime transport in bulk according to IMO instruments

Section 14 provides information on:



- classification for the transport/shipment of the substance or mixture by road, rail, sea, inland waterways or air (UN number and associated information);
- additional information, where relevant, such as tunnel restriction codes or indication of marine pollutants;
- special precautions for the user (which could be referred to both the carrier and the loading and unloading operators);
- bulk transport by sea, where cargoes are intended to be carried in bulk based on the following IMO instruments: Annex II to MARPOL and IBC Code.

This section provides information on **the transport classification for each of the regulations controlling the transport of dangerous goods in Europe:**

- European Agreement concerning the International Carriage of Dangerous Goods by Road (**ADR**)
- European Regulation concerning the International Carriage of Dangerous Goods by Rail (**RID**)
- European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (**ADN**)

and internationally by sea and air:

- International Maritime Dangerous Goods Code (**IMDG**)
- Technical Instructions for the Safe Transport of Dangerous Goods by Air (**ICAO**)

Recipients must ensure that the information is consistent with the classification and composition indicated in sections 2 and 3.

Suppliers must fill in each section correctly: this ensures that their customers can receive all the transport information they need without having to contact them again, although they cannot disregard knowledge of the applicable regulations for the transport of dangerous goods.

If the information is not available or is not relevant, this should be indicated.

14.1

subsection

FIRST STEP

UN Number or ID Number



The UN number (i.e., the four-figure identification number of the substance, mixture or article, preceded by the letters "UN") shall be provided. Each UN number is associated with a shipping name in the "Dangerous Goods List" in the UN model Regulation and in all dangerous goods transport regulations. The classification for transport must be made with a good knowledge of the dangerous goods transport regulations, according to the rules laid down in these regulations, and is normally carried out by a Dangerous Goods Transport Consultant.

14.2

subsubsection

SECOND STEP

proper shipping name



The proper shipping name should be indicated: it is the description in the abovementioned table, supplemented, if necessary, by the name of the substance or substances which determine the product's danger.

14.3

subsection

THIRD STEP

Transport hazard class(es)



The transport hazard class assigned to the product shall be indicated. Even if the product is dangerous for several properties, the transport hazard class is the one that is considered prevalent according to the rules established by the UN Model Regulation on the Transport of Dangerous Goods. These rules are common to all transport regulations for the various modes.

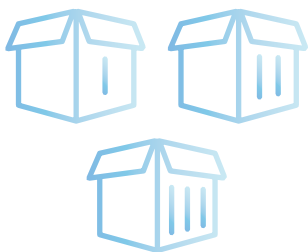
In this paragraph it is also appropriate to indicate the required transport label, to highlight the presence of secondary hazards requiring a different label in addition to that normally required by the hazard class.

14.4

FOURTH STEP

Packing group

subsection



The packing group is an ordinal number (I, II or III) assigned to dangerous goods depending on the degree of danger, which is decreasing from I to III. Not all UN numbers are assigned to a packing group, but many of them can have more than one. When the classification of the product corresponds to a UN number that has packing groups, this paragraph shall indicate which packing group applies to the product.

14.5

subsection

FIFTH STEP

Environmental hazards



It shall be specified whether the substance or mixture is hazardous to the environment according to the criteria of the UN Model Regulations (as indicated by the IMDG Code, ADR, RID and ADN) and/or whether it is a marine pollutant according to the IMDG Code. Note that ADR uses the same criteria as the CLP Regulation for environmental hazard category 1 (acute and chronic) and category 2 (chronic) to define whether goods are to be considered hazardous to the environment.

In summary, if CLP requires the symbol GHS09, then the product is also hazardous for the environment for ADR and RID.

The same criterion applies to shipment by sea, while for air shipment, the danger to the environment applies exclusively to goods that do not have other types of danger.

14.6

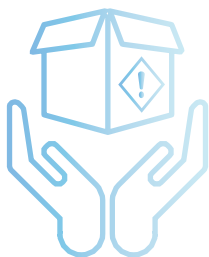
subsection

SIXTH STEP

Special precautions for users

This section is dedicated to any special precautions to be taken by the user or of which they must be aware regarding transport or handling inside or outside the company.

Useful information to communicate in this subsection:



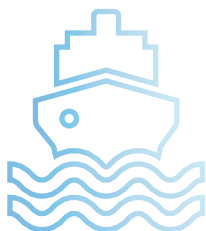
- **for the carrier:** the tunnel code and the hazard number (also known as Kemler or HIN);
- **for loading and unloading operators:** any special handling instructions;
- **for packers:** packing instructions and limits for shipments with "limited quantity" exemptions.

14.7

subsection

SEVENTH STEP

Maritime transport in bulk according to IMO instruments



This subsection applies only if you intend to carry bulk cargoes in accordance with the following acts of the International Maritime Organisation (IMO): Annex II to MARPOL and IBC Code.

For the carriage of **liquid** cargoes in bulk, the name of the product (if it is different from the one indicated in subsection 1.1) shall be provided as required by the shipping document and in accordance with the name used in the lists of product names in Chapters 17 or 18 of the IBC Code or the latest edition of the IMO Marine Environment Protection Committee (MEPC.2) circular. The type of required ship, the pollution category and the IMO hazard class shall also be indicated in accordance with point 3(B)(a) of Annex I to Directive 2002/59/EC. For the carriage of **solid** cargo in bulk, the name of the bulk cargo shipment shall be provided. It is necessary to clarify whether the cargo is considered harmful to the marine environment (HME) in accordance with Annex V to MARPOL, whether it is a hazardous material in bulk only (MHB) within the meaning of the IMSBC Code and within which load group it should be considered under the IMSBC.

For **liquefied gas** cargoes carried in bulk, the product name and ship type required according to the IGC code or its previous versions, i.e., the EGC code or the GC code, shall be provided.

Only substances specified in or intended to be included in the IBC Code may be carried by sea in bulk cargo vessels. Therefore, this information is only necessary for substances that are intended to be carried in bulk cargo vessels.

If a product has not been classified as dangerous goods to be transported, this condition may also be indicated under the heading **"other relevant information"**; in this case, structured classifications according to the mode of transport will not be necessary. In addition, special methods of manipulation may be indicated here.

More additional information that should normally be included in this section:

- for ADR/RID/ADN: hazard label figure (main hazard and minor hazards if any), class 1 classification code.
- for tanks according to the ADN: the hazard label model number and hazard codes as shown in column 5 of Table C in Chapter 3.2 of the ADN
- for IMDG code: class and secondary risks (and indication of marine pollutant, if applicable)
- for ICAO-TI /IATA-DGR: class and secondary risks.

Other applicable information could be useful, if appropriate and if the documentation is relevant: transport category, tunnel restriction code in accordance with ADR/RID, segregation group in accordance with Chapter 5.4.1.5.11.1 of the IMDG, as well as special provisions and specific exemptions (viscous substances, multilateral agreements, etc.). If the person responsible for compiling it decides to provide this additional information, going beyond the requirements imposed by the legislation, they must also be sure that they can keep it up to date, as it is subject to biennial revisions of the transport regulations.

Focus on ... Updating information



Please note: The information in this section **must always be kept up to date with the applicable version of each regulation** for the transport of dangerous goods.

Version updates are biennial and staggered by one year between individual regulations. For example, the ADR is updated in odd-numbered years, while the IMDG Code is updated in even-numbered years.