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Third meeting
Curitiba, Brazil, 13-17 March 2006
Item 10 of the provisional agenda*

HANDLING, TRANSPORT, PACKAGING AND IDENTIFICATION (ARTICLE 18)

*Compilation of information submitted by Parties and other Governments and by organizations on the Article 18 paragraph 3 of the Cartagena Protocol on Biosafety***

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SUBMISSIONS FROM ORGANIZATIONS

FOOD AND AGRICULTURE ORGANIZATION OF THE UNITED NATIONS (FAO) [10 AUGUST 2005] [SUBMISSION: ENGLISH]

Thank you for the information on the latest developments regarding living modified organisms (LM0s) sampling and detection techniques in the Convention on Biological Diversity. We welcome your proposal to strengthen our cooperation in areas of common interest.

We are pleased to inform you that all invitations and working documents for the Codex Alimentarius Commission and Codex meetings are sent to the United Nations Environment Programme and we welcome your participation in all Codex meetings that are of relevance for your activities, in order to strengthen cooperation between our organizations. We would appreciate your comments on the Codex working documents for consideration by Codex Committees and Task Forces, when they address issues of relevance to the CBD. In the framework of Codex, matters related to foods derived from biotechnology are discussed specifically in the Ad hoc Intergovernmental Task Force on Foods Derived from Biotechnology, the Codex Committee on Food Labelling and the Codex Corrimittee on Methods of Analysis and Sampling, In order to facilitate exchange of information we can include the CBD Secretariat in the electronic Codex mailing-list, which will allow you to receive the links to all Codex working documents on our website.

As noted in your letter, the Codex Committee on Methods of Analysis and Sampling is currently working on Criteria for the Methods for the Detection and Identification of Foods Derived from Biotechnology and a revised document on this subject will be prepared in early 2006 for consideration by the 27th Session of the Committee, in Budapest, Hungary, 15 to 19 May 2006. Please note that the invitation and provisional agenda for the Committee on Methods of Analysis and Sampling will be sent in January 2006, as invitations are sent four months before Codex meetings. We hope that you will be able to participate in the meeting and provide comments on the relevant documents.

We also take this opportunity to thank you for inviting the Codex Secretariat to participate in meetings of the COP-MOP, which we find very interesting and useful to improve our knowledge of your activities and facilitate harmonization when subjects of common interest are addressed. We look forward to continued cooperation and in particular, we look forward to your participation in the 5th Session of the Task Force on Foods Derived from Biotechnology.

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE) [4 OCTOBER 2005] [SUBMISSION: ENGLISH]

In response to the request of the Executive Secretary to relevant customs and transport organizations to provide advice and information on the safe handling and transport of LMOs with a view to developing a harmonized approach for its packaging and transport and to facilitating the implementation of the

requirements of Article 18 of the Biosafety Protocol, the United Nations Economic Commission for Europe is pleased to address the questions below:

1. Are there any international rules, standards or practices applying for the packaging and transport of LMOs (commonly known as genetically modified organisms (GMOs) or genetically modified micro-organisms (GMMs))?

2. Who is setting those rules and standards? How are they being enforced?

3. Does your organization consider that a harmonized approach for the packaging and transport of these organisms is necessary?

4. What other actions do you envisage at international level with a view to ensuring more safety in the transport of LMOs?

5. What would be your advice to COP-MOP of the Biosafety Protocol in its consideration of the need for and modalities of developing standards with regard to identification, handling, packaging and transport practices involving LMOs?

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1. Are there any international rules, standards or practices applying for the packaging and transport of LMOs (commonly known as genetically modified organisms (GMOs) or genetically modified micro-organisms (GMMOs))?

Packaging and transport requirements for GMOs and GMMOs are addressed in the *UN Recommendations on the Transport of Dangerous Goods. Model Regulations1*, also known as the "Orange book".

The Model Regulations are addressed not only to Members States of the United Nations for the development of their national requirements for domestic traffic of dangerous goods, but also to international organizations such as the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO) and regional commissions such as the United Nations Economic Commission for Europe (UNECE) for regulations and international/regional agreements or conventions governing the international transport of dangerous goods by sea, air, road, rail and inland waterways.

The Model Regulations, which were first published in 1956, aim at ensuring a high level of safety by preventing accidents to persons and property and the environment during transport and, at the same time, at providing a uniform regulatory framework which can be applied in all countries for national or international transport by any mode of transport. They address the following main areas:

- List of dangerous goods most commonly carried and their identification and classification;
- Consignment procedures: labelling, marking, and transport documents;
- Detailed packing instructions for the transport of individual substances and articles, as well as standards for packagings, Intermediate Bulk Containers (IBCs) and large packagings, test procedures, and certification; and
- Detailed provisions for the use and operation of multimodal tank-containers (portable tanks) and standards for their construction, testing and approval.

It is recommended that all governments (when developing national regulations), and international organizations (when developing regional or international legally binding instruments) follow the same

structure and implement the provisions contained in the Model Regulations, although it is recognized that they may have to be supplemented by specific provisions related to legal aspects or by requirements specific to one mode of transport because such requirements are not addressed in the Model Regulations.

The Model Regulations are amended every two years as necessary to take into account technological developments as well as the advent of new substances and materials, the exigencies of modern transport systems, the changing needs of users and the safety requirements of regulators.

There are a number of international instruments dealing with the transport of dangerous goods (including transport of GMOs and GMMOs) which are regularly amended to follow the 2 year updating of the UN Model Regulations, as follows:

(a) Maritime transport

Transport of dangerous goods by sea is regulated by Chapter VII of the International Convention for the Safety of Life at Sea (SOLAS 74) (155 Contracting Parties) and Annex III of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). Both conventions contain basic requirements as regards classification, labelling, marking, packaging and documentation for the transport of dangerous goods and marine pollutants by sea, which are supplemented by the International Maritime Dangerous Goods Code (IMDG Code) published by the International Maritime Organization (IMO), the application of which has become mandatory in 2004.

The IMDG Code is regularly kept very closely harmonized with the UN Recommendations on the Transport of Dangerous Goods, Model Regulations. In addition to the provisions of the Model Regulations, it contains chapters specific to the maritime mode of transport, dealing in particular with stowage and segregation of dangerous goods and cargo transport units on board ships, marine pollution aspects, carriage of road tank vehicles on board ships, special provisions in the event of an incident and fire precautions, transport of dangerous in shipborne barges on barge-carrying ships, transport of wastes, etc.

(b) Air transport

Transport of dangerous goods by air is regulated by Annex 18 to the Convention on International Civil Aviation (Chicago Convention) (188 Contracting Parties). Annex 18 is amplified by the International Civil Aviation Organization (ICAO)'s "Technical Instructions for the Safe Transport of Dangerous Goods by Air" and Contracting Parties to the Chicago Convention are required to implement these Technical Instructions or to notify ICAO of those cases where they have adopted provisions different from those contained in the Technical Instructions. The ICAO Technical Instructions are regularly kept up to date on the basis of the UN Recommendations on the Transport of Dangerous Goods, Model Regulations.

The International Air Transport Association (IATA) also publishes a manual called "Dangerous Goods Regulations" on the basis of the ICAO Technical Instructions. This manual incorporates additional operational requirements and is intended to provide a harmonized system of procedures for air transport operators to accept and transport dangerous goods safely and efficiently.

(c) Inland transport (regional)

(i) ***ADR (European Agreement concerning the International Carriage of Dangerous Goods by Road)***

ADR was developed under the auspices of the UNECE Inland Transport Committee and was concluded in 1957. It entered into force in 1968.

The Agreement contains 17 articles, the most important of which is the second, which says in effect that, apart from some excessively dangerous goods, other dangerous goods may be moved internationally in road vehicles provided that the packaging, labelling, vehicle construction, equipment and operation are all in accordance with Annexes A and B of the Agreement, which contain all the detailed provisions. ADR is an Agreement between States, and there is no overall enforcing authority. In practice, highway checks are carried out by Contracting States, and non-compliance may then result in action by national authorities against the driver in accordance with their domestic legislation. ADR itself does not prescribe any penalties.

ADR is intended primarily to increase the safety of international transport by road, but it is also an important trade facilitation instrument. Except for dangerous goods which are totally prohibited for carriage, and except when carriage is regulated or prohibited for reasons other than safety during carriage, the international carriage of dangerous goods by road is authorized by ADR on the territories of Contracting Parties, provided that the conditions laid down in the detailed provisions of the Agreement (Annexes A and B), are complied with.

There are at present 40 Contracting Parties to ADR including EU countries (except Ireland and Malta), Albania, Azerbaijan, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Kazakhstan, Liechtenstein, Morocco, Norway, Republic of Moldova, Romania, Russian Federation, Serbia and Montenegro, Switzerland, The former Yugoslav Republic of Macedonia and Ukraine. It should be noted that the requirements of Annexes A and B of ADR have been annexed to the European Union Council Directive 94/55/EC (as amended) on the approximation of the laws of the Member States with regard to the transport of dangerous goods, and therefore these requirements have become applicable not only to international transport of dangerous goods but also to domestic traffic in all countries of the European Union since 1 January 1997.

(ii) ***RID (Regulations concerning the International Transport of Dangerous Goods by Rail)***

RID is annexed to the Convention for international transport by rail (COTIF), and therefore it is applied by all Contracting Parties to the COTIF, 42 countries including all western and central European countries, plus certain Middle East and North-African countries.

The RID Regulations are published by the Intergovernmental Organization for international carriage by Rail (OTIF), which is based in Bern. The RID Regulations are aligned closely with ADR thanks to the work of a Joint Meeting of the UNECE Working Party on the Transport of Dangerous Goods and of the RID Safety Committee, also known as the RID/ADR/ADN Joint Meeting.

As for ADR, RID is also made applicable to domestic traffic in the European Union countries through directive 96/49/EC (as amended).

(iii) ***Convention concerning international goods transport by railway (SMGS)***

The SMGS is administered by the "Committee of the Organization for Railway cooperation" (OSJD). This Convention applies to 25 countries including the Russian Federation, most countries of the former USSR, a few central European countries, Mongolia, the Socialist Republic of Vietnam, the People's Republic of China and the Korean People's Democratic Republic. The

railways of countries which are parties to SMGS apply the "Rules of the Transport of Dangerous Goods", known as supplement No.2 to SMGS. These rules are being progressively updated by OSJD to be brought in line with RID.

(iv) ***ADN (European Agreement concerning the carriage of dangerous goods by road)***

The ADN provisions were, until May 2000 of a recommendatory nature. These recommendations were addressed to the Governments of European countries with inland waterway networks and to the international river Commissions such as the Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission. These recommendations have now been upgraded to a formal European Agreement, similar to ADR, which has been adopted on 25 May 2000 and signed by 10 countries (France, Germany, Italy, Czech Republic, Croatia, Luxembourg, Netherlands, Republic of Moldova, Slovakia and Bulgaria). As of 20 April 2005, four countries (Austria, Hungary, the Netherlands, Russian Federation) have accessed to it. It will enter into force once a total of seven countries have ratified it or accessed to it. In the meantime, the Regulations annexed to ADN are regularly updated in order to be kept in line with RID and ADR.

(v) ***ASEAN countries***

The Transport Ministers of the Association of Southeast Asian Nations (ASEAN) signed, on 20 September 2002, Protocol No. 9 to the ASEAN Framework Agreement on the Facilitation of Goods in Transit. This Protocol provides for the simplification of procedures and requirements for the transit transport of dangerous goods in ASEAN, using the UN Recommendations on the Transport of Dangerous Goods, Model Regulations and ADR.

(vi) ***MERCOSUR countries***

The Southern Cone Common Market (MERCOSUR) countries (Argentina, Brazil, Bolivia and Paraguay) have concluded an Agreement for the facilitation of the inland transport of dangerous goods (Acuerdo sobre Transporte de Mercancias Peligrosas en el MERCOSUR, 1994). The annexes to this Agreement are based on the seventh revised edition of the Recommendations on the Transport of Dangerous Goods, RID and ADR. Updating of these annexes is under way.

(vii) ***ANDEAN countries***

The Andean Community (Comunidad Andina) (Bolivia, Columbia, Peru, Equator and Venezuela) has prepared draft legislation on the basis of the 13th revised edition of the UN Model Regulations and ADR 2005.

The last edition of the UN Model Regulations (14th revised edition) takes account of all the amendments which were adopted by the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, at its second session (December 2004). The adopted set of amendments includes modifications to the requirements for the transport of infectious GMOs and GMMOs contained in the previous edition (13th revised edition) of the UN Model Regulations.

A summary of the requirements for the transport of GMOs and GMMOs according to the 14th revised edition of the UN Model Regulations is given in the Annex to this document.

2. Who is setting those rules and standards? How are they being enforced?

The UN Recommendations on the Transport of Dangerous Goods were originally developed by the UN Committee of Experts on the Transport of Dangerous Goods, a subsidiary body of the Economic and Social Council (ECOSOC) belonging to the category of "Experts bodies composed of governmental experts" and created in 1953.

In 1999 the Committee became the “Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals” supported with one sub-committee specialized in transport of dangerous goods and another one addressing the global harmonization of classification and labelling of chemicals.

The Committee is now composed of 35 member countries representing all parts of the world. States which are not members of the Committee may be invited to participate in its deliberations on any matter of particular concern to these State. Specialized agencies of the United Nations (such as the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), the World Health Organization (WHO) or the Food and Agriculture Organization (FAO)) as well as intergovernmental organizations (e.g. International Organization for International Carriage by Rail (OTIF)) as well as not less than 39 non-governmental organizations also participate actively.

The Model Regulations are not binding per se. They become of binding nature only once they have been transposed into national legislation or international legally binding instruments. Therefore, the enforcement is placed under the responsibility of the competent authorities of the Member States.

For international transport, transposition of the Model Regulations into international instruments, and the addition of specific mode requirements, is done under the auspices of the intergovernmental organizations which administer these international instruments (e.g. IMO for maritime transport, ICAO for air transport, UNECE for ADR and ADN, OTIF for RID, OSJD for SMGS, etc).

3. Does your organization consider that a harmonized approach for the packaging and transport of these organisms is necessary?

The transport of dangerous goods is an expanding sector of international trade. If each government decided to develop its own regulations irrespective of the international regulatory framework, they would inevitably differ from one country to the other, and it would be almost impossible for a consignor to comply with a multitude of diverging regulations. For international trade of chemicals, petroleum products and other dangerous goods to be possible, it is necessary that the standards required for the construction of a packaging, a tank-container or a vehicle, and their labelling are the same not only in all countries of the world, but also for all modes of transport, should it be a road transport, rail transport, maritime transport, inland waterway transport or transport by air. A harmonized approach is necessary to facilitate compliance with the regulations.

4. What other actions do you envisage at international level with a view to ensuring more safety in the transport of LMOs?

The UN Sub-Committee of Experts on the Transport of Dangerous Goods has not been informed that the current provisions concerning carriage of LMOs in the UN Model Regulations would not provide a sufficient level of safety, and therefore is not envisaging developing additional requirements or amending these requirements. This would require a duly justified proposal by a Member State, and international organization or an NGO.

It should be noted nevertheless that, due to lack of guidance or experience as regards the carriage of LMOs, for LMOs classified in Class 9 (UN3245), the transport regulations contain quite a number of references to the approval by the competent authorities, which is contrary to the usual harmonization approach, e.g for carriage in international bulk containers (IBCs) (except under ADR, RID, ADN where IBC08 is assigned), as for stowage and segregation on board sea-going vessels. At present, international carriage of LMOs classified under UN3245 in containers above the size of IBCs (i.e. above 3 m^3) (e.g. LMOs in bulk in freight containers, road vehicles or rail wagons) is not authorized according to the UN Model Regulations.

It should also be noted that, although UN 3245 in the UN Model Regulations covers both genetically modified organisms and genetically modified micro-organisms, the major related international legal instruments (IMDG Code, ICAO Technical Instructions, ADR, RID and ADN) cover only genetically modified micro-organisms under UN 3245. At present, how to transport genetically modified organisms of class 9 is unclear for maritime and air international transport. For international transport under ADR, RID and ADN, genetically modified organisms which are known or suspected to be dangerous to the environment shall be carried in accordance with conditions specified by the competent authority of the country of origin.

5. What would be your advice to COP-MOP of the Biosafety Protocol in its consideration of the need for and modalities of developing standards with regard to identification, handling, packaging and transport practices involving LMOs?

Because all standards regarding identification, handling, packaging and transport operations for all types of dangerous goods are integrated in a well-functioning specific international transport regulatory framework it would not be desirable that the COP-MOP of the Biosafety Protocol develop transport requirements besides this framework or requirements that would conflict with it.

Nevertheless, should the COP-MOP of the Biosafety Protocol consider that the existing provisions of the UN Model Regulations are not fully adequate for LMOs and should be amended or further expanded, cooperation should be established with the UN Sub-Committee to ensure that the existing transport requirements, and the principles governing the international transport of dangerous goods in general, are well understood by the COP-MOP, and that the Model Regulations are amended by the UN Sub-Committee to take account of the possible concerns of the COP-MOP as relevant. Such a fruitful cooperation has already been established by the Sub-Committee in various areas where other organizations have legitimate competence, e.g. WHO for infectious substances and pesticides, IAEA for radioactive material, the UNEP Secretariat of the Basel Convention for hazardous wastes etc.

Annex

TRANSPORT OF GMOs and GMMOs
according to the 14th revised edition of the UN Model Regulations

NOTE 1: *It would be too lengthy to reproduce in this Annex all relevant requirements applicable for all modes of transport. It should be noted that additional requirements may be found in the Model regulations and related legal instruments, as follows:*

- *Training of participants in a chain of transport: Chapter 1.3;*
- *General packing requirements: Chapter 4.1;*
- *Use of tanks: Chapter 4.2;*
- *Consignment procedures: General provisions: Chapter 5.1;*
  Marking/labelling of packages: Chapter 5.2;
  Placarding: Chapter 5.3;
  Transport documents: Chapter 5.4;
- *Construction, testing and approval of packagings: Chapters 6.1, 6.3, 6.5 and 6.6;*
- *Construction, testing and approval of tanks: Chapter 6.7;*
- *Transport operations (Loading, unloading, handling, storage, segregation, precautions): Part 7;*
- *Vehicle crew, vehicle equipment (ADR): Part 8;*
- *Vehicle construction/approval (ADR): Part 9.*

Specific requirements are applicable for air transport and it is necessary to consult the ICAO Technical Instructions. For the other modes of transport (IMDG Code, RID, ADR, ADN), Part 7 contains requirements specific to the mode.

NOTE 2: *The full text of the UN Model Regulations, ADR and ADN is available on the UNECE website http://www.unece.org/trans/danger/danger.htm*

NOTE 3: *The current text of legal instruments is based on the 13th revised edition of the UN Model Regulations. The provisions listed below are those of the 14th revised edition, which will be reflected in legal instruments as from 2007.*

1. General

1.1 For the purposes of the UN Model Regulations,

Genetically modified micro-organisms (GMMOs) and organisms (GMOs) are micro-organisms and organisms in which genetic material has been purposely altered through genetic engineering in a way that does not occur naturally.

Infectious substances are substances which are known or are reasonably expected to contain pathogens. Pathogens are defined as micro-organisms (including bacteria, viruses, rickettsiae, parasites, fungi) and other agents such as prions, which can cause disease in humans or animals.

1.2 *GMMOs and GMOs* shall be classified under Class 6, Division 6.2 (and be assigned UN 2814, UN 2900 or UN 3373, as appropriate) if they meet the definition of infectious substances given in 1.1 of this Annex.

If they do not meet the definition of infectious substance in 1.1 of this Annex, but are capable of altering animals, plants or microbiological substances in a way not normally the result of natural reproduction, they shall be classified under Class 9 and assigned UN 3245.

1.3 GMMOs and GMOs (other than those of Division 6.2) are not subject to the Model Regulations when authorized for use by the competent authorities of the Governments of the countries of origin, transit and destination.

2. GMMOs and GMOs under Class 9

Class 9 (Miscellaneous dangerous substances and articles)

UN3245 GENETICALLY MODIFIED MICROORGANISMS or GENETICALLY MODIFIED ORGANISMS

(No.9)
Symbol (seven vertical stripes in upper half): black;
Background: white;
Figure "9" underlined in bottom corner

Packing Instructions: P904 and IBC99 *(P001 and P002 referred to in P904 (1) are also reproduced)*.

P904	**PACKING INSTRUCTION**	**P904**
This instruction applies to UN 3245.		
The following packagings are authorized, provided the general provisions of **4.1.1** and **4.1.3** are met: (1) Packagings according to P001 or P002 conforming to the packing group III performance level. [Not for air transport]. (2) Packagings, which need not conform to the packaging test requirements of Part 6, but conforming to the following: (a) An inner packaging comprising: (i) a watertight primary receptacle(s); (ii) a watertight secondary packaging which is leakproof; (iii) absorbent material placed between the primary receptacle(s) and the secondary packaging. The absorbent material shall be in a quantity sufficient to absorb the entire contents of the primary receptacle(s) so that any release of the liquid substance will not compromise the integrity of the cushioning material or of the outer packaging; (iv) if multiple fragile primary receptacles are placed in a single secondary packaging they shall be individually wrapped or separated to prevent contact between them; (b) An outer packaging which shall be strong enough for its capacity, mass and intended use and the smallest external dimension shall be at least 100 mm.		
Additional requirement:		

Dry ice and liquid nitrogen

When carbon dioxide, solid, (dry ice) is used as a refrigerant, the packaging shall be designed and constructed to permit the release of the gaseous carbon dioxide to prevent the build up of pressure that could rupture the packaging.

Substances consigned in liquid nitrogen or dry ice shall be packed in primary receptacles that are capable of withstanding very low temperatures. The secondary packaging shall also be capable of withstanding very low temperatures and, in most cases, will need to be fitted over the primary receptacle individually.

IBC99 PACKING INSTRUCTION	**IBC99**
Only IBCs which are approved by the competent authority may be used (see 4.1.3.7). The IBCs shall comply with the general requirements of Part 4 and 6 of the Model Regulations. Each consignment shall be accompanied by a copy of the competent authority approval. The competent authorities granting such approvals should take action to amend the Model Regulations to include the provisions covered by the approval, as appropriate.	

P001	**PACKING INSTRUCTION (LIQUIDS)**			**P001**
The following packagings are authorized provided the general provisions of **4.1.1** and **4.1.3** are met:				
Combination packagings		**Maximum capacity/Net mass (see 4.1.3.3)**		
Inner packagings	**Outer packagings**	**Packing group I**	**Packing group II**	**Packing group III**
Glass 10 *l* Plastics 30 *l*	**Drums** steel (1A2)	250 kg	400 kg	400 kg
Metal 40 *l*	aluminium (1B2)	250 kg	400 kg	400 kg
	other metal (1N2)	250 kg	400 kg	400 kg
	plastics (1H2)	250 kg	400 kg	400 kg
	plywood (1D)	150 kg	400 kg	400 kg
	fibre (1G)	75 kg	400 kg	400 kg
	Boxes			
	steel (4A)	250 kg	400 kg	400 kg
	aluminium (4B)	250 kg	400 kg	400 kg
	natural wood (4C1, 4C2)	150 kg	400 kg	400 kg
	plywood (4D)	150 kg	400 kg	400 kg
	reconstituted wood (4F)	75 kg	400 kg	400 kg
	fibreboard (4G)	75 kg	400 kg	400 kg
	expanded plastics (4H1)	60 kg	60 kg	60 kg
	solid plastics (4H2)	150 kg	400 kg	400 kg
	Jerricans			
	steel (3A2)	120 kg	120 kg	120 kg
	aluminium (3B2)	120 kg	120 kg	120 kg
	plastics (3H2)	120 kg	120 kg	120 kg
Single packagings				
Drums				
steel, non-removable head (1A1)		250 *l*	450 *l*	450 *l*
steel, removable head (1A2)		250 *l* [a]	450 *l*	450 *l*

aluminium, non-removable head (1B1)	250 *l*	450 *l*	450 *l*
aluminium, removable head (1B2)	250 *l* [a]	450 *l*	450 *l*
other metal, non-removable head (1N1)	250 *l*	450 *l*	450 *l*
other metal, removable head (1N2)	250 *l* [a]	450 *l*	450 *l*
plastics, non-removable head (1H1)	250 *l*	450 *l*	450 *l*
plastics, removable head (1H2)	250 *l* [a]	450 *l*	450 *l*
Jerricans			
steel, non-removable head (3A1)	60 *l*	60 *l*	60 *l*
steel, removable head (3A2)	60 *l* [a]	60 *l*	60 *l*
aluminium, non-removable head (3B1)	60 *l*	60 *l*	60 *l*
aluminium, removable head (3B2)	60 *l* [a]	60 *l*	60 *l*
plastics, non-removable head (3H1)	60 *l*	60 *l*	60 *l*
plastics, removable head (3H2)	60 *l* [a]	60 *l*	60 *l*
Composite packagings			
plastics receptacle in steel or aluminium drum (6HA1, 6HB1)	250 *l*	250 *l*	250 *l*
plastics receptacle in fibre, plastics or plywood drum (6HG1, 6HH1, 6HD1)	120 *l*	250 *l*	250 *l*
plastics receptacle in steel or aluminium crate or box or plastic receptacle in wooden, plywood, fibreboard or solid plastics box (6HA2,6HB2, 6HC, 6HD2, 6HG2 or 6HH2)	60 *l*	60 *l*	60 *l*
glass receptacle in steel, aluminium, fibre, plywood, solid plastics or expanded plastics drum (6PA1, 6PB1, 6PG1, 6PD1, 6PH1 or 6PH2) or in steel, aluminium, wooden or fibreboard box or in a wickerwork hamper (6PA2, 6PB2, 6PC, 6PG2 or 6PD2)	60 *l*	60 *l*	60 *l*

a *Only substances with a viscosity more than 200 mm^2/s are permitted.*

P001	**PACKING INSTRUCTION (LIQUIDS)** ***(cont'd)***	**P001**

Pressure receptacles may be used provided that the general provisions of 4.1.3.6 are met.

Special packing provisions:

PP1 For UN 1133, UN 1210, UN 1263 and UN 1866, packagings for substances of packing groups II and III in quantities of 5 litres or less per metal or plastics packaging are not required to meet the performance tests in Chapter 6.1 when transported:

(a) in palletized loads, a pallet box or unit load device, e.g. individual packagings placed or stacked and secured by strapping, shrink or stretch-wrapping or other suitable means to a pallet. For sea transport, the palletized loads, pallet boxes or unit load devices shall be firmly packed and secured in closed cargo transport units;

(b) as an inner packaging of a combination packaging with a maximum net mass of 40 kg.

PP2 For UN 3065, wooden barrels with a maximum capacity of 250 litres and which do not meet the provisions of Chapter 6.1 may be used.

PP4 For UN 1774, packagings shall meet the packing group II performance level.

PP5 For UN 1204, packagings shall be so constructed that explosion is not possible by reason of increased internal pressure. Gas cylinders and gas receptacles shall not be used for these substances.

PP6 For UN 1851 and UN 3248, the maximum net quantity per package shall be 5 *l*.

PP10 For UN 1791, packing group II, the packaging shall be vented.

PP31 For UN 1131, packagings shall be hermetically sealed.

PP33 For UN 1308, packing groups I and II, only combination packagings with a maximum gross mass of 75 kg are allowed.

PP81 For UN 1790 with more than 60% but not more than 85% hydrofluoric acid and UN 2031 with

more than 55% nitric acid, the permitted use of plastics, drums and jerricans as single packagings shall be two years from their date of manufacture.

P002	**PACKING INSTRUCTION (SOLIDS)**			**P002**
The following packagings are authorized provided the general provisions of **4.1.1** and **4.1.3** are met:				
Combination packagings		**Maximum net mass (see 4.1.3.3)**		
Inner packagings	Outer packagings	**Packing group I**	**Packing group II**	**Packing group III**
Glass 10 kg Plastics[a] 50 kg Metal 50 kg Paper[a, b, c] 50 kg Fibre[a, b, c] 50 kg [a] *These inner packagings shall be siftproof.* [b] *These inner packagings shall not be used when the substances being transported may become liquid during transport (see 4.1.3.4).* [c] *Paper and fibre inner packagings shall not be used for substances of packing group I.*	Drums steel (1A2) aluminium (1B2) other metal (1N2) plastics (1H2) plywood (1D) fibre (1G)	 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg	 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg	 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg
	Boxes steel (4A) aluminium (4B) natural wood (4C1) natural wood with sift proof walls (4C2) plywood (4D) reconstituted wood (4F) fibreboard (4G) expanded plastics (4H1) solid plastics (4H2)	 400 kg 400 kg 250 kg 250 kg 250 kg 125 kg 125 kg 60 kg 250 kg	 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg 60 kg 400 kg	 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg 400 kg 60 kg 400 kg
	Jerricans steel (3A2) aluminium (3B2) plastics (3H2)	 120 kg 120 kg 120 kg	 120 kg 120 kg 120 kg	 120 kg 120 kg 120 kg

P002	**PACKING INSTRUCTION (SOLIDS)** *(cont'd)*		**P002**
	Maximum net mass (see 4.1.3.3)		
	Packing group I	**Packing group II**	**Packing group III**
Single packagings			
Drums			
steel (1A1 or 1A2[d])	400 kg	400 kg	400 kg
aluminium (1B1 or 1B2[d])	400 kg	400 kg	400 kg
metal, other than steel, or aluminium (1N1 or 1N2[d])	400 kg	400 kg	400 kg
plastics (1H1 or 1H2[d])	400 kg	400 kg	400 kg
fibre (1G)[e]	400 kg	400 kg	400 kg
plywood (1D)[e]	400 kg	400 kg	400 kg

Jerricans			
Steel (3A1 or 3A2[d])	120 kg	120 kg	120 kg
Aluminium (3B1 or 3B2[d])	120 kg	120 kg	120 kg
plastics (3H1 or 3H2[d])	120 kg	120 kg	120 kg
Boxes			
steel (4A) [e]	Not allowed	400 kg	400 kg
aluminium (4B) [e]	Not allowed	400 kg	400 kg
natural wood (4C1)[e]	Not allowed	400 kg	400 kg
plywood (4D)[e]	Not allowed	400 kg	400 kg
reconstituted wood (4F)[e]	Not allowed	400 kg	400 kg
natural wood with sift proof walls (4C2)[e]	Not allowed	400 kg	400 kg
fibreboard (4G)[e]	Not allowed	400 kg	400 kg
solid plastics (4H2) [e]	Not allowed	400 kg	400 kg
Bags			
bags (5H3, 5H4, 5L3, 5M2)[e]	Not allowed	50 kg	50 kg
Composite packagings:			
plastics receptacle in steel, aluminium, plywood, fibre or plastics drum (6HA1, 6HB1, 6HG1[5], 6HD1[e], or 6HH1)	400 kg	400 kg	400 kg
plastics receptacle in steel or aluminium crate or box, wooden box, plywood box, fibreboard box or solid plastics box (6HA2, 6HB2, 6HC, 6HD2 [e], 6HG2[e] or 6HH2)	75 kg	75 kg	75 kg
glass receptacle in steel, aluminium, plywood or fibre drum (6PA1, 6PB1, 6PD1[e] or 6PG1 [e]) or in steel, aluminium, wooden or fibreboard box or in wickerwork hamper (6PA2, 6PB2, 6PC, 6PG2[e], or 6PD2[e]) or in solid or expanded plastics packaging (6PH1 or 6PH2 [e])	75 kg	75 kg	75 kg

[d] *These packagings shall not be used for substances of packing group I that may become liquid during transport (see 4.1.3.4).*

[e] *These packagings shall not be used when the substances being transported may become liquid during transport (see 4.1.3.4).*

Pressure receptacles may be used provided that the general provisions of 4.1.3.6 are met.

Special packing provisions:

PP6 For UN 3249, the maximum net mass per package shall be 5 kg.

PP7 For UN 2000, celluloid may be transported unpacked on pallets, wrapped in plastic film and secured by appropriate means, such as steel bands as a full load in closed transport units. Each pallet shall not exceed 1000 kg.

PP8 For UN 2002, packagings shall be so constructed that explosion is not possible by reason of increased internal pressure. Gas cylinders and gas receptacles shall not be used for these substances.

PP9 For UN 3175, UN 3243 and UN 3244, packagings shall conform to a design type that has passed a leakproofness test at the packing group II performance level. For UN 3175 the leakproofness test is not required when the liquids are fully absorbed in solid material contained in sealed bags.

PP11 For UN 1309, packing group III, and UN 1362, 5H1, 5L1 and 5M1 bags are allowed if they are overpacked in plastic bags and are wrapped in shrink or stretch wrap on pallets.

P002 **PACKING INSTRUCTION (SOLIDS)** ***(cont'd)*** **P002**

Special packing provisions (cont'd):

PP12 For UN 1361, UN 2213 and UN 3077, 5H1, 5L1 and 5M1 bags are allowed when transported in closed transport units.

PP13 For articles classified under UN 2870, only combination packagings meeting the packing group I performance level are authorized.

PP14 For UN 2211, UN 2698 and UN 3314, packagings are not required to meet the performance tests in Chapter 6.1.

PP15 For UN 1324 and UN 2623, packagings shall meet the packing group III performance level.

PP20 For UN 2217, any siftproof, tearproof receptacle may be used.

PP30 For UN 2471, paper or fibre inner packagings are not permitted.

PP34 For UN 2969 (as whole beans), 5H1, 5L1 and 5M1 bags are permitted.

PP37 For UN 2590 and UN 2212, 5M1 bags are permitted. All bags of any type shall be transported in closed cargo transport units or be placed in closed rigid overpacks.

PP38 For UN 1309, packing group II, bags are permitted only in closed cargo transport units.

PP84 For UN 1057, rigid outer packagings meeting the packing group II performance level shall be used. The packagings shall be designed and constructed and arranged to prevent movement, inadvertent ignition of the devices or inadvertent release of flammable gas or liquid.

PP85 For UN Nos. 1748, 2208 and 2880 if bags are used as single packagings they should be adequately separated to allow for the dissipation of heat.

3. GMMOs and GMOs under Class 6, Division 6.2

3.1 Class 6, Division 6.2 (Infectious substances)

UN 2814 INFECTIOUS SUBSTANCE, AFFECTING HUMANS
UN 2900 INFECTIOUS SUBSTANCE, AFFECTING ANIMALS only
UN 3373 BIOLOGICAL SUBSTANCE, CATEGORY B

(No. 6.2)
Infectious substances
The lower half of the label may bear the inscriptions: "INFECTIOUS SUBSTANCE" and "In the case of damage or leakage immediately notify Public Health Authority";
Symbol (three crescents superimposed on a circle) and inscriptions: black;
Background: white; Figure '6' in bottom corner

GMMOs and GMOs meeting the definition of infectious substances, which are transported in a form that, when exposure to them occurs, are capable of causing permanent disability, life-threatening or fatal disease in otherwise healthy humans or animals shall be classified as Category A infectious substances and assigned to UN 2418 or UN 2900, as appropriate.

GMMOs and GMOs meeting the definition of infectious substances, which do not meet the criteria for inclusion in Category A shall be assigned to UN 3373.

3.1.1 UN Nos. 2814 and UN 2900

Special provision 318:

For the purposes of documentation, the proper shipping name shall be supplemented with the technical name (see 3.1.2.8). Technical names need not be shown on the package. When the infectious substances to be transported are unknown, but suspected of meeting the criteria for inclusion in category A and assignment to UN 2814 or UN 2900, the words “suspected category A infectious substance” shall be shown, in parentheses, following the proper shipping name on the transport document, but not on the outer packagings.

Packing Instruction: P620

P620	**PACKING INSTRUCTION**	P620
This instruction applies to UN Nos. 2814 and 2900.		
The following packagings are authorized provided the special packing provisions of **4.1.8** are met: Packagings meeting the requirements of Chapter 6.3 and approved accordingly consisting of: (a) Inner packagings comprising:		

(i) watertight primary receptacle(s);
(ii) a watertight secondary packaging;
(iii) other than for solid infectious substances, an absorbent material in sufficient quantity to absorb the entire contents placed between the primary receptacle(s) and the secondary packaging; if multiple primary receptacles are placed in a single secondary packaging, they shall be either individually wrapped or separated so as to prevent contact between them;
(b) A rigid outer packaging of adequate strength for its capacity, mass and intended use. The smallest external dimension shall be not less than 100 mm.

Additional requirements:

1. Inner packagings containing infectious substances shall not be consolidated with inner packagings containing unrelated types of goods. Complete packages may be overpacked in accordance with the provisions of 1.2.1 and 5.1.2: such an overpack may contain dry ice.
2. Other than for exceptional consignments, e.g. whole organs which require special packaging, the following additional requirements shall apply:
(a) Substances consigned at ambient temperatures or at a higher temperature. Primary receptacles shall be of glass, metal or plastics. Positive means of ensuring a leakproof seal shall be provided, e.g. a heat seal, a skirted stopper or a metal crimp seal. If screw caps are used, they shall be secured by positive means, e.g., tape, paraffin sealing tape or manufactured locking closure;
(b) Substances consigned refrigerated or frozen. Ice, dry ice or other refrigerant shall be placed around the secondary packaging(s) or alternatively in an overpack with one or more complete packages marked in accordance with 6.3.1.1. Interior supports shall be provided to secure secondary packaging(s) or packages in position after the ice or dry ice has dissipated. If ice is used, the outer packaging or overpack shall be leakproof. If dry ice is used, the outer packaging or overpack shall permit the release of carbon dioxide gas. The primary receptacle and the secondary packaging shall maintain their integrity at the temperature of the refrigerant used;
(c) Substances consigned in liquid nitrogen. Plastics primary receptacles capable of withstanding very low temperature shall be used. The secondary packaging shall also be capable of withstanding very low temperatures, and in most cases will need to be fitted over the primary receptacle individually. Provisions for the consignment of liquid nitrogen shall also be fulfilled. The primary receptacle and the secondary packaging shall maintain their integrity at the temperature of the liquid nitrogen;
(d) Lyophilized substances may also be transported in primary receptacles that are flame-sealed glass ampoules or rubber-stoppered glass vials fitted with metal seals.
3. Whatever the intended temperature of the consignment, the primary receptacle or the secondary packaging shall be capable of withstanding without leakage an internal pressure producing a pressure differential of not less than 95 kPa and temperatures in the range -40 °C to +55 °C.

Bulk waste goods of UN Nos. 2814 and 2900 (animal carcasses only) may also be transported in closed or sheeted bulk containers meeting the requirements for the design, construction, inspection and testing specified in chapter 6.8 of the Model Regulations and the additional provisions listed in 4.3.2.4.1.

3.1.2 UN 3373 BIOLOGICAL SUBSTANCE, CATEGORY B

Special provision 319:

Substances packed and marked in accordance with packing instruction P650 are **not subject to any other requirements** in the Model Regulations.

Packing Instruction: P650

P650 PACKING INSTRUCTION	**P650**

This packing instruction applies to UN 3373.

(1) The packaging shall be of good quality, strong enough to withstand the shocks and loadings normally encountered during transport, including transhipment between transport units and between transport units and warehouses as well as any removal from a pallet or overpack for subsequent manual or mechanical handling. Packagings shall be constructed and closed to prevent any loss of contents that might be caused under normal conditions of transport by vibration or by changes in temperature, humidity or pressure.

(2) The packaging shall consist of at least three components:

(a) a primary receptacle;

(b) a secondary packaging; and

(c) an outer packaging

of which either the secondary or the outer packaging shall be rigid.

(3) Primary receptacles shall be packed in secondary packagings in such a way that, under normal conditions of transport, they cannot break, be punctured or leak their contents into the secondary packaging. Secondary packagings shall be secured in outer packagings with suitable cushioning material. Any leakage of the contents shall not compromise the integrity of the cushioning material or of the outer packaging.

(4) For transport, the mark illustrated below shall be displayed on the external surface of the outer packaging on a background of a contrasting colour and shall be clearly visible and legible. The mark shall be in the form of a square set at an angle of 45° (diamond-shaped) with each side having a length of at least 50 mm; the width of the line shall be at least 2 mm and the letters and numbers shall be at least 6 mm high. The proper shipping name "BIOLOGICAL SUBSTANCE, CATEGORY B" in letters at least 6 mm high shall be marked on the outer package adjacent to the diamond-shaped mark.

(5) At least one surface of the outer packaging shall have a minimum dimension of 100 mm × 100 mm.

(6) The completed package shall be capable of successfully passing the drop test in 6.3.2.5 as specified in 6.3.2.2 to 6.3.2.4 of these Regulations at a height of 1.2 m. Following the appropriate drop sequence, there shall be no leakage from the primary receptacle(s) which shall remain protected by absorbent material, when required, in the secondary packaging.

(7) For liquid substances

(a) The primary receptacle(s) shall be leakproof;

(b) The secondary packaging shall be leakproof;

(c) If multiple fragile primary receptacles are placed in a single secondary packaging, they shall be either individually wrapped or separated to prevent contact between them;

(d) Absorbent material shall be placed between the primary receptacle(s) and the secondary packaging. The absorbent material shall be in quantity sufficient to absorb the entire contents of the primary receptacle(s) so that any release of the liquid substance will not compromise the integrity of the cushioning material or of the outer packaging;

(e) The primary receptacle or the secondary packaging shall be capable of withstanding, without leakage, an internal pressure of 95 kPa (0.95 bar).

P650 PACKING INSTRUCTION *(cont'd)* **P650**

(8) For solid substances

(a) The primary receptacle(s) shall be siftproof;

(b) The secondary packaging shall be siftproof;

(c) If multiple fragile primary receptacles are placed in a single secondary packaging, they shall be either individually wrapped or separated to prevent contact between them;

(d) If there is any doubt as to whether or not residual liquid may be present in the primary receptacle during transport then a packaging suitable for liquids, including absorbent materials, shall be used.

(9) Refrigerated or frozen specimens: Ice, dry ice and liquid nitrogen

(a) When dry ice or liquid nitrogen is used to keep specimens cold, all applicable requirements of these Regulations shall be met. When used, ice or dry ice shall be placed outside the secondary packagings or in the outer packaging or an overpack. Interior supports shall be provided to secure the secondary packagings in the original position after the ice or dry ice has dissipated. If ice is used, the outside packaging or overpack shall be leakproof. If carbon dioxide, solid (dry ice) is used, the packaging shall be designed and constructed to permit the release of carbon dioxide gas to prevent a build-up of pressure that could rupture the packagings and the package (the outer packaging or the overpack) shall be marked "Carbon dioxide, solid" or "Dry ice";

(b) The primary receptacle and the secondary packaging shall maintain their integrity at the temperature of the refrigerant used as well as the temperatures and the pressures which could result if refrigeration were lost.

(10) When packages are placed in an overpack, the package markings required by this packing instruction shall either be clearly visible or be reproduced on the outside of the overpack.

(11) Infectious substances assigned to UN 3373 which are packed and marked in accordance with this packing instruction are not subject to any other requirement in these Regulations.

(12) Clear instructions on filling and closing such packages shall be provided by packaging manufacturers and subsequent distributors to the consignor or to the person who prepares the package (e.g. patient) to enable the package to be correctly prepared for transport.

(13) Other dangerous goods shall not be packed in the same packaging as Division 6.2 infectious substances unless they are necessary for maintaining the viability, stabilizing or preventing degradation or neutralizing the hazards of the infectious substances. A quantity of 30 ml or less of dangerous goods included in Classes 3, 8 or 9 may be packed in each primary receptacle containing infectious substances. When these small quantities of dangerous goods are packed with infectious substances in accordance with this packing instruction no other requirements in these Regulations need be met.

UN 3373 may also be transported in portable tanks provided that the specific requirements of portable tank instruction T1 (concerning the applicable minimum test pressure, the minimum shell thickness and the pressure-relief and bottom-opening requirements) and portable tank special provision TP1 are met.

4 Conditions of transport and consignment procedures

4.1 Except as otherwise provided in the Model Regulations, no person may offer dangerous goods for transport unless those goods are properly marked, labelled, placarded, described and certified on a transport document, and otherwise in a condition for transport as required by Part 5 of the Model Regulations.

Transport of GMMOs and GMOs is subject to the following conditions:

(a) Packing:
For UN Nos. 2814 and 2900 according to P620;
For UN 3373, according to P650; and
For UN 3245, according to P904 and IBC99;

(b) Labelling of packages: Infectious substances packages shall bear, in addition to the primary risk label (model No.6.2, see 3.1 of this Annex), any other label required by the nature of the contents.

(c) Marking of UN number and of the proper shipping name on packages;

(d) Placarding of cargo transport units
(The term "transport unit" comprise road transport tank and freight vehicles, railway transport tank and freight wagons and multimodal freight containers and portable tanks)

4.2 *Information required on the dangerous goods transport document*

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

(a) The UN number preceded by the letters "UN";

(b) 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); [Not required under ADR/RID/ADN]

(c) Class or Division of the goods. The words "Class" or "Division" may be included preceding the primary hazard class or division numbers;

(d) Subsidiary hazard class or division number(s) corresponding to the subsidiary risk 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;

(e) Packing group, when assigned, which may be preceded by "PG" (e.g."PG II").

The five elements of the dangerous goods description above shall be shown in the order (a), (b), (c), (d), (e)) with no information interspersed, except as provided in the Model Regulations.

In addition to the description below, for 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.

An example of a multimodal dangerous goods transport document is given at the end of this Annex.

4.3 ***Special provisions concerning transport operations and consignment of infectious substances***

Live vertebrate or invertebrate animals shall not be used to consign infectious substances unless such substances cannot be consigned by any other means. Infected animals shall be consigned in accordance with conditions specified by the competent authority.

It is the responsibility of the carriers and their staff to ensure that all applicable regulations for the packing, labelling, transport and documentation of consignments of infectious substances are fully understood and that the transport is made conforming to the rules in force. If the carrier finds any error in the labelling or documentation, he shall immediately notify the consignor or consignee so that the appropriate corrective measures may be taken.

Any person responsible for the carriage of packages containing infectious substances who becomes aware of damage to or leakage from such packages shall avoid handling the package or keep handling to a minimum, inspect adjacent packages for contamination and put aside any that may have been contaminated, inform the appropriate public health authority or veterinary authority, and provide information on any other countries of transit where persons may have been exposed to danger and notify the consignor and/or the consignee.

A railway wagon, road vehicle, cargo space of a ship, compartment of an aircraft or other transport unit which has been used to transport infectious substances shall be inspected for release of the substance before re-use. If the infectious substances were released during transport, the transport unit shall be decontaminated before it is re-used. Decontamination may be achieved by any means which effectively inactivates the released infectious substance.

Transport documents associated with the transport of units that have been fumigated shall show the date of fumigation and the type and amount of the fumigant used. In addition, instructions for disposal of any residual fumigant including fumigation devices (if used) shall be provided.

A warning sign as specified in 5.5.2.3 of the Model Regulations shall be placed on each fumigated unit.

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) PASSENGER AND CARGO AIRCRAFT — CARGO AIRCRAFT ONLY	9. Additional handling information	

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	Cube (m^3)

15. Container identification No./ vehicle registration No.	16. Seal number (s)	17. Container/vehicle size & type	18. Tare (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 reg. no.	Name / Status of declarant
Place and date	Signature and date	Place and date
Signature of declarant	DRIVER'S SIGNATURE	Signature of declarant

* FOR DANGEROUS GOODS: you must specify: proper shipping name, hazard class, UN No., packing group (where assigned) and any other element of information required under applicable national and international regulations

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

MULTIMODAL DANGEROUS GOODS FORM Continuation Sheet

1. Shipper / Consignor /Sender	2. Transport document number	
	3. Page 1 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	Cube (m³)

/…
