



DANGEROUS GOODS REGULATIONS

Stop. Think. Check.

Dangerous Goods – More common than you think

People and companies that manufacture or ship dangerous goods may not always be aware that they do so, or they may be unsure whether their goods are dangerous. Having the right information is vital for shippers, who are ultimately responsible for the safe transport of the goods and, likewise, for the consequences of any incidents caused by them to people, property and the environment.

Dangerous goods have an excellent and very specific definition for all those involved in their transport

“Dangerous goods are articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in these regulations or which are classified according to the applicable regulations (such as the IATA Dangerous Goods Regulations).”

This definition may not, however, be very helpful if you don't know whether the items you manufacture or ship are considered dangerous or not. And the Internet can add confusion by citing “dangerous goods for transport”, and “dangerous goods for supply and use”.

IATA's Dangerous Goods Regulations (DGR) provide guidance on the preparation of dangerous goods for safe transport by air and stipulate that the responsibility for correct identification and classification of dangerous goods lies with the shipper, whether or not this is also the manufacturer. If you are the shipper but not the manufacturer, you should seek advice on the correct classification and identification of an article or a substance from the manufacturer or distributor of the substance. You can also have an accredited testing laboratory determine the appropriate classification or seek advice from a competent authority.

Is there a definitive list I can look at?

The IATA DGR, section 4.2 does have a list of approximately 3000 entries, but many of these are generic, e.g. “Adhesives”, or not otherwise

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specified (n.o.s.), e.g. “Refrigerant gas, n.o.s.”. These can be used to ship unlisted items.

To define an article or substance as a dangerous good, you first need to see if it fits in any of the nine existing hazard classes, which are:

- Class 1 Explosives
- Class 2 Gases
- Class 3 Flammable Liquids
- Class 4 Flammable Solids, Substances Liable to Spontaneous Combustion, Substances which, in Contact with Water, Emit Flammable Gases
- Class 5 Oxidizing Substances and Organic Peroxides
- Class 6 Toxic and Infectious Substances
- Class 7 Radioactive Material
- Class 8 Corrosives
- Class 9 Miscellaneous Dangerous Substances and Articles, Including Environmentally Hazardous Substances.

Once the correct class has been determined, you'll need to identify the proper shipping name. IATA DGR, section 4.2 provides the information necessary and indicates the steps to follow to correctly prepare the shipment for air transport.

Common items considered dangerous goods

One favorite story, told by a dangerous goods instructor, concerned a car mechanic who lit his cigarette, while under a car, with an acetylene torch. He did so because he'd been doing it for years and didn't think of it as being dangerous. How true the story is, we'll never know, but the idea that items we use daily seem innocuous to us can actually pose a risk in transport is all too true. E-Cigarettes, smartphones, perfumes, nail polishes, adhesives, first aid kits, camping, sports or even media equipment are or their parts may be classified as dangerous goods and therefore must be prepared for air transport in accordance with the regulatory requirements.