2.3. Acceptance of Goods

(For carrier deviating/additional rules see section 8.3.)

2.3.1. General

1. Packing and Marking of Cargo

- The shipper is responsible for ensuring that the cargo is packed in an appropriate way for carriage so as to ensure that it can be carried safely with ordinary care in handling and so as not to injure or damage any persons, goods or property.
  Each package shall be legibly and durably marked with the name and full address of the shipper and consignee. Individual packages of each consignment must show the same consignee's name, street and city address as on the AWB, or this information must be shown on one or more packages with an appropriate reference thereto on all other packages in the consignment.
- The contents of each consignment must be properly packed so as to withstand all normal transportation incidents. Dangerous Goods must be packed in accordance with the applicable dangerous goods regulations (refer to rule 2.3.3.A.3.). For Live Animals, refer to rule 2.3.3.A.1.
- Packages containing valuables as defined in carrier's regulations must be sealed if so requested by carrier.

a. Labelling of packages

Labels must be fully visible and all old labels and markings must be completely removed.
A cargo identification label or stencil, completed in accordance with rule 2.3.4.A. must be attached to each package. Where standard labels for special consignments such as perishables, live animals, etc., are used they must be affixed to the package(s) to which they relate (see rule 2.3.4.B.).
Affix standard labels for dangerous goods to the packages to which they relate in accordance with the applicable dangerous goods regulations.

b. Inspection of ULDs

If cargo is being provided as a shipper-built unit in or on a Unit Load Device (ULD), an airworthiness inspection of the ULD must be conducted prior to loading. This can be done by checking the conditions of the ULD against its damage limits as per the attached ULD Operational Damage Limits Notice (ODLN). If any damage exceeds that permitted as per the attached ODLN, there is no such notice or it is illegible, or there is any doubt as to the airworthiness of the ULD, it should not be loaded with cargo, and it should be returned, empty, to the airline concerned, their local agent, or the carrier / agent from whom the ULD was received.
Damage that renders ULDs unserviceable includes but is not limited to:

- Excessively warped pallets
- Damaged seat track on the edge rail extrusions of pallets
- Missing side extrusions and/or corner fittings
- Worn / frayed nets and tie-down fittings
- Missing net and tie-down attachment hadware
- Excessive quantity of holes and / or patches on container panels
- Weak or damaged structure of the container
- Damaged doors that cannot restrain the contents of the container and / or which cannot be latched closed
- Damaged door nets

The party in possession of the ULD shall assume full responsibility for monitoring and maintaining the airworthiness condition of the ULD.

The party in possession of the ULD shall remain responsible to the ULD owner and shall return the ULD to either the ULD owner or the party authorized by the ULD owner on a timely basis to avoid potential demurrage charges due to late return.

c. Handling of ULDs

Any party performing ULD handling such as storage, transport, buildup and breakdown, etc. shall:

- Be in possession of the current IATA ULD Regulations (ULDR)
- Have properly trained staff (ULDR Section 1.6)
- Be aware of their responsibilities (ULDR Section 1.5)
- Have adequate and effective facilities and equipment to carry out ULD operations without damage to ULD (ULDR Section 9)

2. Payment: Charges Prepaid and Charges Collect

Unless otherwise arranged charges are payable by the shipper, i.e. **charges prepaid.** A consignment may be accepted **charges collect** (i.e. payable by consignee), provided the following conditions are fulfilled.

a. The consignee is not the same as the shipper or is not a government agency (except when shipped by a government agent presenting proper credentials).
b. Currency regulations of the country of destination and of the delivering carrier permit collection of charges from the consignee. See section 7.2.2./7.2.3. Payment Facilities, for charges collect information by country and carrier.

Note:
Human remains, live animals, perishables, personal effects or household goods (used and not for resale) acceptable on charges collect basis only after prearrangements with the carrier(s) concerned. See also section 8.3. Information by Carrier.

2.3.2. Consignments Ready for Carriage

1. Additional Requirements

In addition to rule 2.3.1., a consignment is ready for carriage if the following requirements are met:

a. Air Waybill

The AWBs must be issued in accordance with rule 6.2. They must be accurate and complete in all respects, including the completion of the charges box and the checking of weights, measurements and nature of goods. Only the following parts shall be removed from the AWB set by IATA agents:

- Original 3 (for shipper)
- Copy 8 (for agent)
- Original 1 (for issuing carrier) where required by the carrier whose AWB is issued.

All other parts shall be handed to the carrier with the consignment.

b. Documentation

All documents necessary for each consignment to determine the nature of the goods and/or that the carrier is required to present to Customs or any government body must be completed and/or checked and must accompany the AWB.

- Shipper's Declaration for Dangerous Goods
  The Shipper's Declaration for Dangerous Goods, duly signed and completed, as described in the applicable dangerous goods regulations must be provided by the shipper. If a consignment includes dangerous goods, such goods must be offered separately and clearly indicated on the AWB.
- Shipper's Certification for Live Animals
  A duly signed and completed Shipper's Certification for Live Animals is required in duplicate.

2. Security Adherence

Consignments delivered to a carrier shall be prepared ready for carriage in accordance with security control instructions provided by the national authority and additional instructions provided by the carrier.

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2.3.3. Restrictions in Acceptance

A. Restrictions Due to Nature of Goods

1. Animals, live

The acceptance of live animals consignments is subject to the conditions of the live animals regulations as described in the IATA *Live Animals Regulations* manual and to the specific regulations of carriers. The specific regulations of carreirs are closely related to the type of animal, type of aircraft, temperature at origin, en route and at destination, availability of animal attendant, etc.
In view of the extensive coordination requirements inherent to such carriage, the acceptance of live animals is mainly controlled centrally by airlines and requires advance arrangements.
Apart from this, the following conditions should be adhered to for acceptance of live animals:

a. *Health and condition of animal(s)*
Only animals which appear to be in good health and condition and fit to travel to the final destination will be accepted for carriage by air. The shipper is required to declare if animals are pregnant, or have given birth in the last 48 hours. Mammals declared to be pregnant will not be accepted unless accompanied by a veterinary certificate certifying that the animal is fit to travel and there is no risk of birth occurring during the journey.

b. *Packing and marking*
Packing must be clean, leak-proof and escape-proof to allow safe handling and carriage.
At least one live animals label or tag must be attached to each live animal container, unless otherwise stated in the individual container requirements. The label or tag must be properly completed.
Containers carrying animals that can inflict poisonous bites or stings must be marked “poisonous”.

c. *Food and other additional articles*
Additional articles to accompany the shipment, such as food, must be included in the chargeable weight. If shipped as separate pieces, additional articles should be marked as forming part of the full shipment.

d. *Reservation*
Confirmation must have been received of reserved space on carrier flights and on any possible connecting flight of other carriers to the airport of destination.

e. *Consolidation*
Live animals may not be consolidated with other goods. However, a consolidated shipment may be wholly composed of live animals.

f. *Documents*
Health documents, rabies inoculation certificate, Shipper’s Certification for Live Animals (see g. below) and Live Animals Acceptance Check List (see h. below) are generally required see section 7.3.2. of TACT Rules, Import/Transit/Export Regulations.

g. *Shipper’s responsibilities (Shipper’s Certification for Live Animals)*
The shipper or his authorised agent must complete a Shipper’s Certification for Live Animals for each shipment. For the purpose of the IATA *Live Animals Regulations,* an authorised agent is a person expressly authorised in writing by the shipper to execute the Shipper’s Certification for Live Animals. This must not include IATA cargo agents, consolidators, forwarders and surface carriers.
When animals are carried as baggage, the requirement for the Shipper’s Certification for Live Animals is optional at carrier’s discretion.

- Completion of the Shipper’s Certification for Live Animals
  a. Language
  The certification form must be completed in English. If required, the wording in English may be supplemented by an accurate printed translation in another language.
  b. Number of copies
  Two copies of the certification form must be completed and signed as described in paragraph 4. One signed copy is retained by the carrier which accepts the shipment from the shipper. The other signed copy is sent with the shipment and attached to documents for the final destination.
  c. Format and information required
  The certification form must include the common name (in English) and the scientific name of the species. These must be entered in the species description box of the form.
  Example:

Parrots	- common name
Poicephalus robustus	- scientific name

  For domestic dogs, cats, farm animals and laboratory animals not listed in the appendices to the Convention on International Trade in Endangered Species (see chapter 6 of the IATA Live Animals Regulations), the common name in English may be shown only.
  d. Signature
  The shipper or his authorised agent must sign the Shipper’s Certification for Live Animals. Handwritten or stamped facsimile signatures are acceptable where permitted.

  An example of the front and back of the Shipper’s Certification for Live Animals can be found on the following pages.

h. *Live Animals Acceptance Check List*
To assist shippers, agents and carriers to prepare shipments for air carriage, the IATA Live Animals Board developed a basic “Live Animals Acceptance Check List”. In addition to checking the actual consignment, it is recommended that those involved with live animals shipments, also ensure that governmental, and other control agencies requirements have been complied with.

The person checking the consignment must tick each answer with a “Yes” or “No” as applicable. If the answer to any question is “No” it is an indication that the consignment does not comply with the IATA Live Animals Regulations. The consignment must not be accepted for carriage and a duplicate copy of the completed list must be given to the shipper.

An example of the Live Animals Acceptance Check List can be found in the following pages.

For the carriage of domestic cats and dogs and for tropical fish, please refer to the IATA Live Animals Regulations and section 8.3., Information by Carrier, in addition to conditions a-h above.

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SHIPPER'S CERTIFICATION EXAMPLE (Front)

SHIPPER'S CERTIFICATION FOR LIVE ANIMALS

(to be completed in duplicate)

This is to certify that (check appropriate box):

☐ In addition to having completed all advance arrangements, this consignment is properly described and packed, and is in proper condition for carriage by air according to the current edition of the IATA Live Animals Regulations and *all applicable carrier and governmental regulations*. The animal(s) of this consignment is (are) in good health and condition.

☐ Animals taken from the wild for shipment have been appropriately acclimatised.

☐ This consignment includes species as described in the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). Applicable permits/certificates are attached to the Air Waybill.

☐ This consignment includes species as described in other applicable national legislation.

☐ In the case of reptiles and amphibians, the animals contained in this shipment are healthy and they have been examined prior to shipment and are free of any apparent injury and readily recognizable diseases. They are also free of external parasitic infestation, including mites, ticks and eeches, that can readily be seen under normal lighting conditions.

The shipper accepts that carriers will not be liable for any loss, damage or expense arising from death due to natural causes, or death or injury of any animal caused by the conduct or acts of the live animal itself or of other animals, such as biting, kicking, goring or smothering, nor for that caused or contributed to by the conditions, nature or propensities of the animals. In no event will carrier be liable for death or injury to an animal attendant caused or contributed to by the condition, conduct or acts of animals.

Number of Package(s)	Specific Container Requirement Number (see IATA Live Animals Regulations	Species (description and names - scientific and common) and Quantity of Animals

Name and address of shipper .... Signature of shipper ..... Date ..... Year/Month/Day (See reverse side for special conditions)	Shippers failure to comply in all respects with the applicable IATA Live Animals Regulations and any other international and/or national government regulations, may be in breach of applicable law and subject to legal penalties. (refer to Chapter 1, Section 1.2.)

Air Waybill No.	Airport of Departure	Airport of Destination

Note: Recommended size: ISO Standard A4.

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SHIPPER'S CERTIFICATION EXAMPLE (Back)

SHIPPER'S RESPONSIBILITIES

Instructions for the shippers are given in Chapters 1, 7, 8, 9, 10 and 11 of the IATA Live Animals Regulations. Before any package containing live animals is tendered for transport by air, the shipper must ensure that:

- the animals being tendered for transportation are not prohibited by governments;
- all the required export, import, and/or transit health certificates, licenses or permits, etc. are accompanying the shipment;
- the animal shipments are properly classified, described, packed, marked and labelled;
- the IATA Shipper's Certification for Live Animals has been properly completed in duplicate;
- pregnant animals must not be tendered for transportation without official veterinary certificate certifying that the animals are fit to travel and that there is no risk of birth occuring during the entire journey;

  *(**Note:** Pregnant monkeys, nursing females with suckling young and unweaned animals are not accepted for air transport.)*
- no animals are to be tendered for transportation having given birth in the last 48 hours before the start of the journey;
- the animals have been properly prepared for transportation (see specific container requirements for further information);
- the animal is not tranquilised without veterinary approval and supervision;
- the consignee has been advised of the flight details in order to arrange immediate collection on arrival;
- a 24-hour phone number that the air carrier can obtain instruction from the shipper or his agent in the event of an emergency, and such information is written on the Air Waybill.

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2.3. Acceptance of Goods

IATA Live Animals Acceptance Check List

Air Waybill No.: _____ Origin: _____ Destination: _____

Note 1: *Prepare form in duplicate.*

Note 2: *If goods are rejected, hand the original of this form to the Duty Officer and show the shipper's and agent's name below.*

Note 3: *Never reject a shipment until all items have been checked.*

Note 4: *If goods are accepted, attach the original of this form to the Air Waybill. The duplicate must be placed on the appropriate file.*

Note 5: *Answer "not applicable" only where an "N/A" box is provided.*

Note 6: *If any question is answered "NO", do not accept the shipment and give the duplicate copy of this form back to the shipper or agent together with the consignment.*

General Acceptance

	Yes	N/A	No
1. Have advance arrangements/bookings been made with all the carriers participating in the carriage of the live animals?	☐		☐
2. When laboratory animals, such as monkeys, which may carry diseases communicable to human are being shipped, has the carrier(s) been advised in order to make the necessary arrangements?	☐	☐	☐
3. Have advance arrangements been made at the airport of destination, i.e. for quarantine and delivery?	☐		☐
4. In the event of attendants accompanying the animal(s), have advance arrangements been made with all the carriers concerned?	☐	☐	☐
5. Does the shipment comply with current regulations in force at transit stations?	☐		☐
6. Where applicable, have carrier/governmental exceptions been complied with?	☐	☐	☐

Air Waybill

	Yes	N/A	No
7. Are the live animals the only entries on the Air Waybill?	☐		☐
8. Are all flight numbers for which bookings are held for the entire routing indicated?	☐		☐
9. Is the quantity of animals in the consignment, as well their common names, which must as far as possible correspond with that listed in the IATA Live Animals Regulations, shown in the "Nature and quantity of goods" box?	☐	☐	☐
10. Are all relevant permits, including CITES where necessary, licences and certificates required for export, transhipment and import, securely attached to the Air Waybill and copies of those required affixed to the container?	☐	☐	☐

Shipper's Certificate

	Yes	N/A	No
11. Is it completed in full and in duplicate?	☐		☐
12. Does the description and quantity of animals agree with the information on the Air Waybill?	☐		☐
13. Is it signed by the shipper or his authorised agent? (Check that this is not an IATA cargo agent, consolidator, forwarder or indirect carrier.)	☐		☐

Container

	Yes	N/A	No
14. Does it comply with the specific container requirements as detailed in the IATA Live Animals Regulations?			
(a) Is the size suitable for the particular type of animal?	☐		☐
(b) Does it provide for sufficient ventilation?	☐		☐
(c) Is the construction adequate?	☐		☐
(d) Does it contain adequate handholds/lifting devices to facilitate handling and to prevent the handler from coming into close proximity of the animal(s)?	☐		☐
(e) Is it leak and escape proof?	☐		☐
(f) Is the container clean?	☐		☐
(g) Does it contain sufficient absorbent material? (Check that this is not straw, as some countries prohibit the importation of straw.)	☐		☐
(h) Does the container have suitable feeding/watering facilities?	☐	☐	☐

Labelling and Marking

	Yes	N/A	No
15. Is the consignee's name, street and city address as per Air Waybill, and a 24 hour contact phone number shown on each container?	☐		☐
16. Is the correct number of "Live Animals" and "This Way Up" labels attached to each container?	☐		☐
17. Has each "Live Animals" label been completed, i.e. reflecting the correct contents?	☐		☐
18. For live animals which can inflict a poisonous bite or sting, is the container marked in bold letters "POISONOUS"?	☐	☐	☐
19. For Specific Pathogen Free (SPF) animals for laboratory use, are "Laboratory Animals" and "This Way Up" labels attached to each container?	☐	☐	☐
20. When the animal has been tranquillised, have details been affixed to the container, i.e. time given, type of sedation, dosage and estimated duration?	☐	☐	☐

Feeding and Watering

	Yes	N/A	No
21. If it is required that the animal(s) must be fed/watered en route, have arrangements been made by the shipper/carrier with the other carriers/personnel downline?	☐	☐	☐
22. Are feeding instruction affixed to the container and are supplies (if required) attached to the outer top side of the container?	☐	☐	☐
23. Food or bedding (if provided) for the animal(s) is in accordance with the regulations of the country(ies) of transit or importation?	☐	☐	☐

Comments: _____

CHECKED BY: _____

SIGNATURE TIME DATE

_____

NAME (BLOCK LETTERS) AT (STATION)

SHIPPER/AGENT:

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2. Arms, Ammunition, War Material

a. Weapons for Hunting or Self Defence, and their Corresponding Safety Cartridges
These shall be admitted for transport on the condition that they are not forbidden in the country of destination or in the countries over which the flight passes.
For safety cartridges, consult the applicable dangerous goods regulations on the acceptance of permissible quantities and conditions.

b. Other Arms, Ammunition, War Material
The same rules as above apply. In addition, the shipper must furnish all necessary export, import or transit authorization.

3. Dangerous Goods

Please note that the information below is a collection of useful information and should not be substituted for expert advice.

For complete information on how to handle and process Dangerous Goods, please refer to IATA's Dangerous Goods Regulations. www.iata.org/dgr

All references to subsections are references to the Dangerous Goods Regulations.
All UN numbers, packing groups etc. are described in the Dangerous Goods Regulations.

- **Dangerous Goods (general)**

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 the IATA *Dangerous Goods Regulations* or which are classified according to those regulations. Some dangerous goods are too dangerous to be carried by aircraft, others may be carried on cargo aircraft only and some are acceptable on both cargo and passenger aircraft. Refer to the applicable dangerous goods regulations, such as the IATA *Dangerous Goods Regulations* to determine whether goods may be accepted for transportation by air.
If a consignment consists in part of articles subject to the dangerous goods regulations, such articles must be offered separately and indicated on the AWB in accordance with rule 6.2. of TACT Rules.

a. Classification
Dangerous goods are assigned to one or more of nine UN hazard classes, which relate to the type of hazard. Some hazard classes are further subdivided into hazard divisions. The nine hazard classes and their divisions are as follows.

Class 1	*Explosives:*
Division 1.1	Articles and substances having a mass explosion hazard.
Division 1.2	Articles and substances having a projection hazard but not a mass explosion hazard.
Division 1.3	Articles and substances having a fire hazard, a minor blast hazard and/or a minor projection hazard but not a mass explosion hazard.
Division 1.4	Articles and substances presenting no significant hazard.
Division 1.5	Very insensitive substances having a mass explosion hazard.
Division 1.6	Extremely insensitive articles which do not have a mass explosion hazard.
Class 2	*Gases:*
Division 2.1	Flammable gas.
Division 2.2	Non-flammable, non-toxic gas.
Division 2.3	Toxic gas.
Class 3	*Flammable liquids.*
Class 4	*Flammable solids; Substances liable to spontaneous combustion; Substances which, in contact with water, emit flammable gases:*
Division 4.1	Flammable solids.
Division 4.2	Substances liable to spontaneous combustion.
Division 4.3	Substances which, in contact with water, emit flammable gases.
Class 5	*Oxidizing substances and Organic Peroxides:*
Division 5.1	Oxidizers.
Division 5.2	Organic peroxides.
Class 6	*Toxic and infectious substances:*
Division 6.1	Toxic substances.
Division 6.2	Infectious substances.
Class 7	*Radioactive materials.*
Class 8	*Corrosives.*
Class 9	*Miscellaneous Dangerous Substances and Articles, Including Environmentally Hazardous Substances*

Before packing any dangerous goods for air transportation, the shipper must
a. Identify, correctly and fully, all dangerous articles and dangerous substances within the consignment.
b. Classify each item of dangerous goods by determining under which of the nine classes it falls and, where relevant, determining any subsidiary hazards.
c. Where relevant, assign each item of dangerous goods to one of the below three packing groups within the assigned class or division.

Packing Group I: **High** danger
Packing Group II: **Medium** danger
Packing Group III: **Low** danger

b. Shipper's Responsibility - Shipper's Declaration for Dangerous Goods
The shipper is responsible for providing information applicable to a consignment of dangerous goods to the operator as set out in the IATA Dangerous Goods Regulations. The information may be provided on a prescribed declaration form, Shipper's Declaration for Dangerous Goods or, where an agreement exists with the operator, by EDP or EDI techniques. The information must be provided for each and every shipment containing dangerous goods so defined or classified in the dangerous goods regulations unless it is stated that a Shipper's Declaration for Dangerous Goods is not required. For each shipment containing dangerous goods the shipper must:
a. Use only the correct form in the correct manner.
b. Ensure that the information on the form is accurate, easy to identify, legible and durable.
c. Ensure that the form is properly signed when the shipment is presented to the operator for shipment.
d. Ensure that the shipment has been prepared in accordance with the IATA *Dangerous Goods Regulations.*

A Shipper's Declaration for Dangerous Goods, where required, must be completed in duplicate, and properly signed. One signed copy must be retained by the accepting carrier. The other signed copy must be forwarded with the shipment to its destination.

Specification for Declaration Form
- Language
  The declaration form must be completed in the English language. The wording in English may be accompanied by an accurate translation in another language.
- Colour
  The declaration form may be printed in black and red on white paper, or it may be printed in red only on white paper. The diagonal hatchings printed vertically in the left and right margins must be printed in red.
- Size
  The declaration form must be printed either on ISO paper sizes A3 or A4 or on their North American equivalents:
  - ISO standard sizes are:
    - A3: 297 x 420 mm (11¾ x 16½ in)
    - A4: 297 x 210 mm (11¾ x 8¼ in)
  - North American equivalents are:
    - Ledger: 11 x 17 in (280 x 430 mm)
    - Letter: 11 x 8½ in (280 x 215 mm)

Two specimens of the Shipper's Declaration for Dangerous Goods are included in the following pages.
The first specimen is designed in particular for computerized completion. The second is designed for manual completion. However, both may be completed either by computer or manually.

Responsibility for non-observance of conditions relating to cargo
Responsibility for non-observance of the conditions relating to the carriage of cargo rests upon the shipper who shall indemnify the carrier for any loss, damage, delay, liability or penalties the carrier may incur because of carriage of any such cargo.

Labelling - Shipper's Specific Responsibilities
For each such package and overpack requiring labelling, the shipper must:
a. Remove or obliterate any irrelevant labelling already on the package or overpack.
b. Use only labels of durable quality and correct specification.
c. Inscribe on each label, in a durable manner, any required additional information.
d. Affix the appropriate label(s) in the correct location(s) and in a secure manner.
e. Ensure that the responsibilities for labelling are completely fulfilled when the package or overpack is presented to the operator for shipment.

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Marking - Shipper's Specific Responsibilities
For each package and overpack requiring marking, the shipper must:

a. Check that any relevant marking on the package or overpack already on the package is in the correct location and meets the quality and specification requirements of the dangerous goods regulations.
b. Remove/obliterate any irrelevant marking already on the package or overpack.
c. Ensure that each outer or single packaging used for dangerous goods, for which specification packaging is required in section 5 of the Dangerous Goods Regulations bears the specification markings as specified in 6.0.4 of the same regulations.
d. Apply any appropriate new marking in the correct location, and ensure that it is of durable quality and correct specification.
e. Ensure that responsibilities for marking are completely fulfilled when the package or overpack is presented to the operator for shipment.

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2.3. Acceptance of Goods

Shipper's Declaration Specimen Designed for Computerised Completion

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper	Air Waybill No. Page of Pages Shipper's Reference Number *(optional)*
Consignee	*For optional use for Company logo name and address*
Two completed and signed copies of this Declaration must be handed to the operator.	**WARNING** Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for: *(delete non-applicable)*

PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY

Airport of Departure:

Airport of Destination:

Shipment type: *(delete non-applicable)*

NON-RADIOACTIVE	RADIOACTIVE

NATURE AND QUANTITY OF DANGEROUS GOODS

UN Number or Identification Number, proper shipping name, Class or Division (subsidiary risk), packing group (if required), and all other required information.

Additional Handling Information

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 labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.

Name/Title of Signatory

Place and date

Signature *(see warning above)*

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2.3. Acceptance of Goods

Shipper's Declaration Specimen Designed for Manual Completion

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper	Air Waybill No. Page of Pages Shipper's Reference Number *(optional)*
Consignee	*For optional use for Company logo name and address*
Two completed and signed copies of this Declaration must be handed to the operator.	**WARNING** Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for: *(delete non-applicable)*

PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY

Airport of Departure:

Airport of Destination:

Shipment type: *(delete non-applicable)*

NON-RADIOACTIVE	RADIOACTIVE

NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification				Quantity and type of packing	Packing Inst.	Authorization
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack-ing Group			

Additional Handling Information

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 labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.

Name/Title of Signatory

Place and date

Signature *(see warning above)*

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3. Dangerous Goods (continued)

Please note that the information below is a collection of useful information and should not be substituted for expert advice.

For complete information on how to handle and process Dangerous Goods in Excepted Quantities, please refer to IATA's Dangerous Goods Regulations. www.iata.org/dgr

All references to subsections are references to the Dangerous Goods Regulations.
All UN numbers, packing groups etc. are described in the Dangerous Goods Regulations.

- **Dangerous Goods in Excepted Quantities**

a. Applicability

Small quantities of dangerous goods meeting the provisions of this subsection Dangerous Goods in Excepted Quantities, are not subject to the other provisions of the IATA *Dangerous Goods Regulations.* This is except for the following provisions.

- Training requirements (subsection 1.5)
- Dangerous goods in air mail (subsection 2.4)
- Classification and packing group criteria (section 3)
- Packaging requirements (5.0.2.4, 5.0.2.6.1, 5.0.2.8, 5.0.2.9 and 5.0.2.11(a) (5.0.2.9 does not apply to UN 3082)
- Loading restrictions (9.3.1)
- Reporting of dangerous goods accidents, incidents and other occurrences (9.6.1 and 9.6.2)
- In the case of radioactive material, the requirements for radioactive material in excepted packages (10.5.8)
- Definitions (appendix A)

b. Limitations

Baggage and Post

Dangerous goods in excepted quantities are not permitted to be shipped in or as checked or carry-on baggage.
Dangerous goods in excepted quantities are not permitted in the mail.

Dangerous Goods Permitted in Excepted Quantities

Only dangerous goods which are permitted on passenger aircraft and which meet the criteria of the following classes, divisions and packing groups (if appropriate) may be carried under the provisions for Dangerous Goods in Excepted Quantities.

a. Substances of Division 2.2, without a subsidiary risk, but excluding UN 1950, UN 2037, UN 2073, UN 2857 and UN 3164.
b. Substances of Class 3, all packing groups, excluding those in Packing Group I with a subsidiary risk and UN 1204, UN 2059 and UN 3473.
c. Substances of Class 4, Packing Groups II and III but excluding all self-reactive substances and UN 2555, UN 2556, UN 2557, UN 2907, UN 3292 and UN 3476.
d. Substances of Division 5.1, Packing Groups II and III.
e. Substances of Division 5.2, only when contained in a chemical kit or first aid kit.
f. Substances of Division 6.1, all substances in this division, except those having an inhalation toxicity of Packing Group I.
g. Substances of Class 8, Packing Groups II and III but excluding UN 1774, UN 2794, UN 2795, UN 2800, UN 2803, UN 2809, UN 3028, UN 3477 and UN 3506.
h. Only substances of Class 9, other than magnetized material, carbon dioxide solid, genetically modified organisms and genetically modified microorganisms. All articles are excluded.

Note:
Articles and substances in the above classes, divisions and packing groups may also be radioactive materials in excepted packages.

c. Classification

Dangerous goods shipped under the provisions of subsection 2.7 must be classified according to section 3 of the *Dangerous Goods Regulations.*

d. Identification

Dangerous goods, which may be carried as excepted quantities in accordance with the provisions of this subsection are shown in Column F of the List of Dangerous Goods by means of an alphanumeric code as shown in table 2.6.A..

Table 2.6.A		
Excepted Quantity Codes for Table 4.2 (2.6.4.1)		
Code	**Maximum quantity per inner packaging**	**Maximum quantity per outer packaging**
E0	Not permitted as Excepted Quantity	
E1	30g/30ml	1kg/1L
E2	30g/30ml	500g/500ml
E3	30g/30ml	300g/300ml
E4	1g/1ml	500g/500ml
E5	1g/1ml	300g/300ml

For gases, the volume indicated for inner packagings refers to the water capacity of the inner receptacle and the volume indicated for outer packagings refers to the combined water capacity of all inner packagings within a single outer packaging.

Where dangerous goods in excepted quantities for which different codes are assigned are packaged together the total quantity per outer packaging must be limited to that corresponding to the most restrictive code.

e. Packing

1. Packagings used for the transport of dangerous goods in excepted quantities must be in compliance with the following.
   a. There must be an inner packaging and each inner packaging must be constructed of plastic (when used for liquid dangerous goods it must have a thickness of not less than 0.2 mm), or of glass, porcelain, stoneware, earthenware or metal (see also 5.0.2.6.1 of the *Dangerous Goods Regulations*). The closure of each inner packaging must be held securely in place with wire, tape or other positive means. Any receptacle having a neck with moulded screw threads must have a leak proof threaded type cap. The closure must be resistant to the contents.
   b. Each inner packaging must be securely packed in an intermediate packaging with cushioning material in such a way that, under normal conditions of transport, it will not break, puncture or leak the contents. In the case of breakage or leakage, the intermediate packaging must completely contain the contents.
   For liquid dangerous goods, the intermediate packaging must contain sufficient absorbent material to absorb the entire contents of the inner packaging. In such cases, the absorbent material may be the cushioning material. Dangerous goods must not react dangerously with the cushioning, absorbent material and packaging material, or reduce the integrity or function of the materials.
   c. The intermediate packaging must be securely packed in a strong rigid outer packaging (wood, fibreboard or other equally strong material).
   d. The complete package must be in compliance with the provisions in 2.6.6.
   e. Each package must be of such a size that there is adequate space to apply all required markings.
   f. Overpacks may be used and may also contain packages of dangerous goods or goods not subject to these regulations.
2. A package containing dangerous goods in excepted quantities must not contain other dangerous goods that require a Shipper's Declaration for Dangerous Goods.

Note:
When a package containing dangerous goods in excepted quantities is packed with UN1845 Carbon Dioxide, solid (dry ice), the requirements in packing instruction 954 must be met.

f. Package Tests

1. The complete package as prepared for transport, with inner packagings filled to not less than 95% of their capacity for solids or 98% for liquids, must be capable of withstanding the drops and applied force outlined below. This should be demonstrated by testing which is appropriately documented. There should be no breakage or leakage of any inner packaging and no significant reduction in the effectiveness of the packaging.
   a. Drops onto a rigid, non-resilient flat and horizontal surface from a height of 1.8 m.
      1. Where the sample is in the shape of a box, it must be dropped in each of the following attitudes.
         - Flat on the base
         - Flat on the top
         - Flat on the longest side
         - Flat on the shortest side
         - On a corner
      2. Where the sample is in the shape of a drum, it must be dropped in each of the following attitudes.
         - Diagonally on the top chime, with the centre of gravity directly above the point of impact
         - Diagonally on the base chime
         - Flat on the side

      Note:
      Each of the above drops may be performed on different but identical packages.

   b. A force applied to the top surface for a duration of 24 hours, equivalent to the total mass of identical packages if stacked to a height of 3 m (including the drop sample).

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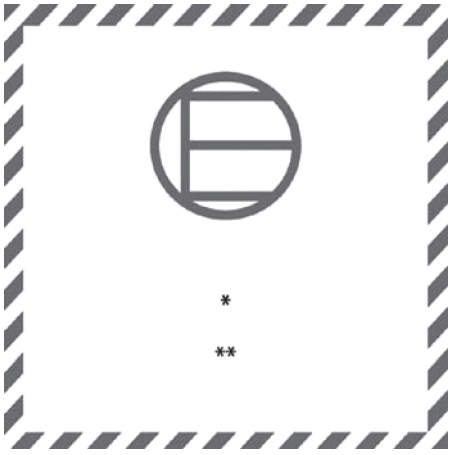
2. For the purposes of testing, the substances to be transported in the packaging may be replaced by other substances except where this would invalidate the results of the tests. For solids, when another substance is used, it must have the same physical characteristics (mass, grain size, etc.) as the substance to be carried. In the drop tests for liquids, when another substance is used, its relative density (specific gravity) and viscosity should be similar to those of the substance to be transported.

g. Marking of Packages

1. Packages containing excepted quantities of dangerous goods prepared in accordance with this chapter must be durably and legibly marked with the mark shown in figure 2.6.B. The primary hazard class or, when assigned, the division of each of the dangerous goods contained in the package must be shown in the mark. Where the name of the consignor or consignee is not shown, this information must be included elsewhere on the package within the mark.
2. The dimensions of the mark on packages must be a minimum of 100 mm x 100 mm.
3. An overpack containing dangerous goods in excepted quantities must display the markings required by 2.6.7.1, unless such markings on packages within the overpack are clearly visible.

Figure 2.6.B.
Excepted Quantity Package Mark



Minimum Dimensions: 100 mm x 100 mm

Hatching and symbol of the same colour, black or red, on white or suitable contrasting background

*** The Class or, when assigned, the Division number(s) must be shown in this location.**

**** The name of the shipper or of the consignee must be shown in this location if not shown elsewhere on the package.**

h. Documentation

1. The Shipper's Declaration for Dangerous Goods is not required.
2. If a document (such as a Bill of Lading or Air Waybill) accompanies dangerous goods in excepted quantities, it must include the statement "Dangerous Goods in Excepted Quantities" and indicate the number of packages.

i. Handling

Dangerous goods shipped under the provisions of subsection 2.6 are subject to the following provisions of section 9.

- Loading restrictions (9.3.1).
- Reporting of dangerous goods accidents, incidents and other occurrences (9.6.1 and 9.6.2).

Notes

1. A checklist is not required for Dangerous Goods in Excepted Quantities.
2. Information relating to Dangerous Goods in Excepted Quantities is not required to appear on the written information to the pilot in command.

Additional information is also published in section 8.3. of TACT Rules, Information by Carrier.

4. Human Remains (cremated, embalmed, or not embalmed)

Before acceptance the booking for the entire air transportation, including any connecting flights, must be confirmed. Packing must be suitable for air transportation. Please see instructions below.

a. Cremated remains

Cremated human remains will be accepted in any aircraft without advance arrangements. Cremated human remains must be shipped in funeral urns that are efficiently protected against breakage by a cushioning packaging.

b. Remains that are not cremated

Human remains that are not cremated must be contained in a hermetically sealed inner containment. This may be constructed of flexible material or may be a rigid coffin of lead or zinc. The inner containment must then be packed in a wooden or metal coffin. The wooden or metal coffin may be protected from damage by an outer packaging and covered up by canvas or tarpaulin so that the nature of the contents is not apparent. Strong handles must be bolted to the outer packing. Some countries require human remains to be embalmed when not cremated (see section 7.3., Import/Transit/Export Regulations and section 8.3., Information by Carrier).

Human remains cannot be consolidated with other goods. However, a consolidated shipment may be wholly composed of human remains.

Corpses in coffins may be shipped only in all-cargo aircraft or in passenger aircraft with outside cargo compartments, subject to advance confirmation of reservations.

Human remains must be accompanied by a "laissez-passer for human remains" which has been reproduced below, issued by the appropriate public health authority of the State of origin.

LAISSEZ-PASSER FOR HUMAN REMAINS

Certified International Document - Repatroation Human Remains

Deceased Details

Family Name: .....
Given name(s): .....
Address: .....
Country: ..... Nationality: .....
Date of Birth: ..... Date of Death: .....
Place of Death: .....
Cause of Death (if available): .....
Shipper: .....
Tel.: ..... email: .....
Consignee: .....
Tel.: ..... email: .....

Flight Details

Origin Airport: ..... Dep. Time: .....
Destination Airport: ..... Arr. Time: .....
Company: ..... Tel.: .....
Company Contact: ..... email: .....
Flight No.: ..... Date: .....
Air Waybill No.: .....
Accompanying Person: .....

Document Details

Death Certificate: .....
Embalming Certificate (if applicable): .....
Freedom from Infection Certificate: .....
Funeral Director Declaration: .....
Out of Country Declaration: .....
Transportation Permit: .....
Other: .....
Done at ..... on .....

Signature of the competent authority — Official stamp of the competent authority

- -

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5. Machinery, uncrated

a. Loading and Anchoring
Machinery must be solidly attached to a support to facilitate loading and anchoring
The points of the support to be used for loading should be easy to identify or clearly indicated.
Loading by means of a forklift should be taken into consideration. There should be a 5 cm/2 inch space between the ground and the support to allow the forks to slip beneath the support.
It should be mentioned on the Air Waybill (AWB) if there is a risk the machine may become unbalanced during loading operations. There should also be a notice placed on the machine to draw the attention of loading personnel to this fact.

b. Protection for Fragile or Dangerous Parts
Fragile or dangerous parts of the machine should be protected in such a way that there is no risk that these parts are used for either loading or anchoring. Fragile parts must be protected against environment and weather conditions such as rain, dust, freezing temperatures.

6. Machinery Castings or Steelwork, Uncrated
These articles shall be presented so that they can be easily handled and anchored. If this is not possible, goods must be delivered appropriately packed. The following should be noted in particular.

- Use of a forklift must be possible.
- Fragile parts must be protected.
- Anchoring and manipulation points, when not obvious, must be made conspicuous by means of a label. Articles that do not have built-in anchoring and manipulation points must be properly packed.
- Any sharp edges or points must be protected in such a manner to prevent damage to aircraft or injury to persons.

7. Perishables
Articles of a perishable nature that are liable to deteriorate or perish due to changes in climate, temperature, altitude, or other normal exposure or length of time in transit, will be accepted provided that it is reasonably certain they will reach their destination in good condition. Advance reservations should be made and packages and documents should be boldly marked “Perishable”. A special “perishable” label shall be affixed on each package.

8. Personal Effects and Unaccompanied Baggage
Suitcases and bags containing personal effects should be locked. If keys are sent along with the shipment they must be attached to the AWB by means of an envelope.
Each item of baggage should be marked on the inside with the name and home address of the owner and have a label or tag affixed to the outside with the name and destination address.

Note:
Under certain conditions personal effects can be sent as unaccompanied baggage, see rule 3.7.8.

9. Strongly Smelling Goods
Carriers can accept strongly smelling goods, such as hides, or perfumes, provided the packaging prevents the escape of annoying smells. The outside of each piece of cargo must be free of any spillage of the contents.

10. Valuable Cargo

a. Definition
Please see rule 3.7.6. paragraph 1 for a definition of valuable cargo for acceptance purposes.

b. Acceptance
Valuables can be accepted provided:
a. They are not consolidated with other goods (however, a consolidated shipment may be wholly composed of valuables).
b. They are packed in such a manner that the contents cannot be tampered with or removed without visible evidence thereof remaining. For details of minimum sizes please refer to the carrier concerned.
c. Advance arrangements have been made.

Exception for Domestic Canada/USA Transportation: Packaging Requirements
Shipments of extraordinary value must be packed in containers with a volume of 0.0283m³/1728 cubic inches or more. For the purpose of this exception articles of extraordinary value shall mean: art works, bills of exchange, bonds, bullion or precious metals, currency, deeds, dore bullion, evidences of debt, gems (cut or uncut), gold bullion (coined or uncoined), cyanides, dust of sulphides, jewellery (other than costume jewellery), money, promissory notes, platinum, negotiable securities, silver bullion (coined or uncoined), concentrates, cyanides, precipitates or sulphides, stamps, postage or revenue, stock certificates

11. Vehicles
See the currently effective edition of the applicable dangerous goods regulations.

12. Wet Cargo
Carriers can accept wet cargo, including cooled goods, wetted fresh flowers and vegetables, soft fruits and other goods which may leak or give off moisture, provided the packing is leakproof. Advance arrangements have to be made with the nearest office of the carrier before acceptance of salted casings and skins, etc.

B. Restrictions Due to Weight and Dimensions

1. Introduction
Ordinary cargo consisting of various sizes and weights can be accommodated, depending upon type of aircraft operated. Individual carriers should be contacted for possible exceptions to accommodate single pieces of greater sizes than indicated as maximum. For further information refer to section 8 Carriers’ Special Regulations.

2. Weight
Upon acceptance each consignment must be accurately weighed. The weight of a piece of cargo that is above available scale-capacity must be determined at another suitable location, supervised by the staff of the carrier or agent. Alternatively, an approved weighbridge may be used in which case the weight note must be submitted to the cargo accepting office together with the consignment concerned.

3. Dimensions
The greatest width, height and length of a consignment must be measured on acceptance. For valuable cargo, each piece must be so measured. For low density cargo, its cubic volume must be calculated (see rule 3.9.4.).

4. Acceptability in view of Weight and Dimensions
Please refer to section 8. Carriers’ Special Regulations.

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C. Restrictions Due to Value

1. Valuation limit of one consignment
Consignments exceeding a certain declared value for carriage (in many cases in excess of USD 100,000 or its equivalent) will not be accepted for carriage unless advance arrangements have been made with the carrier(s) concerned.

2. Valuation limit for one aircraft
The value for carriage of one consignment or group of consignments to be carried in any one aircraft shall not exceed a certain amount (which may differ by carrier) when such consignment or group of consignments consists of general merchandise or valuables. If a single consignment exceeds such limits, it may not be carried in the same aircraft but may be divided between two or more aircraft at the sole discretion of the carrier. The carrier reserves the right to refuse to transport in any one aircraft consignments having declared values which in aggregate violate or lead to the violation of this rule.

D. Embargoes
1. Embargo means the refusal by a carrier, for a limited period, to accept for transportation over any route or segment thereof, and to or from any area or point of connecting carrier, any commodity, type or class of cargo duly tendered.
2. Established embargoes become effective at 0001 GMT on the second day after declaration by the carrier. AWBs may be accepted if the execution date is not later than the day after the date of declaration.

E. Cargo not Acceptable
1. Articles that are liable to endanger aircraft, persons or property or cause annoyance to passengers.
2. Articles that are prohibited by the laws or regulations of any country to be flown from, to, into or over such country.

2.3.4. Labelling and Marking

A. Identification Form

1. General
a. For the carriage of cargo, identification label(s) shall be used and attached to each package and affixed adjacent to the consignee's name and address where space permits.
More than one label may sometimes be required. This may arise when shipments have labels applied by different parties or when the amount of optional information does not fit onto the label stock in use. For example, a forwarder may add a label containing House Waybill (HWB) information and a second label containing AWB information, may subsequently be added when the shipment is consolidated.
b. Despite point a. above, the label need not be used for online carriage of cargo.
c. Labels shall contain the following mandatory information.
   - Airline name
   - AWB number
   - Destination
   - Total number of pieces
d. Labels may contain optional information, such as
   - Airline insignia
   - Transfer points
   - Piece number
   - Weight of this piece
   - Total weight of this shipment
   - HWB number
   - HWB piece number
   - Handling information
   - Origin
   - Total number of HWB pieces
   - Total weight of HWB pieces
   - Product name
   - Other information which may be added at the user's discretion
e. The quality of specific characteristics of the label should be equal to or better than commonly observed in preprinted cargo labels. These characteristics include:
   - Adhesion holding power
   - Service temperature range
   - Moisture resistance

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2. Non-Bar Coded Labels

NON-BAR CODED LABEL

AIRLINE NAME/INSIGNIA *(optional)*	(1)		
AIR WAYBILL NO.	(2)		
DESTINATION	(3)	TOTAL NO. OF PIECES	(4)
TRANSFER POINTS *(optional)*	(5)	PIECE NUMBER *(optional)*	(6)
WEIGHT OF THIS PIECE *(optional)*	(7)	TOTAL WEIGHT OF THIS SHIPMENT *(optional)*	(8)
HANDLING INFORMATION *(optional)*	(9)		
HWB NO. *(optional)*	(10)	HWB PIECE NO. *(optional)*	(11)
ORIGIN *(optional)*	(12)	TOTAL NO. OF HWB PIECES *(optional)*	(13)
TOTAL WEIGHT OF HWB PIECES *(optional)*	(14)	PRODUCT NAME *(optional)*	(15)
OTHER INFORMATION	(16)		

Note:
Each box appearing on the label must be titled.

3. Completion of Non-Bar Coded Labels
The **numbers between brackets** to the right of the titles correspond with the circled numbers in the boxes of the specimen label illustrated in paragraph 2. above.

a. Completion of the *mandatory* boxes on the labels shall be as follows:

1. Airline Name **[1]**
   The airline name.

2. Air Waybill Number **[2]**
   The AWB number of the shipment. The serial number may be shown as two groups of four digits.

3. Destination **[3]**
   The IATA three-letter code of the airport of destination. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

4. Total No. of Pieces **[4]**
   The total number of pieces comprising the consignment.

b. When used, completion of the *optional* information on the labels shall be as follows.

1. Airline Insignia **[1]**
   The airline insignia.

2. Transfer Points **[5]**
   The IATA three-letter code of the airport(s) of transfer. When the airport code is unknown or the city (cities) is (are) served by more than one airport the IATA three-letter city code may be used.

3. Piece Number **[6]**
   The AWB piece number.

4. Weight of this Piece **[7]**
   The weight of the specific Package to which the label is attached, together with the unit of weight (K or L).

5. Total Weight of this Shipment **[8]**
   The total weight of the shipment, together with the unit of weight (K or L).

6. Handling Information **[9]**
   Any information which pertains to the handling of the consignment.

7. HWB No. **[10]**
   The House Waybill (HWB) number.

8. HWB Piece No. **[11]**
   The House Waybill (HWB) piece number.

9. Origin **[12]**
   The IATA three-letter code of the airport of origin. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

10. Total No. of HWB Pieces **[13]**
    The total number of pieces comprising the shipment being shipped under this HWB.

11. Total Weight of HWB Pieces **[14]**
    The total weight of pieces represented by the House Waybills, together with the unit of weight (K or L).

12. Product Name **[15]**
    The marketing name associated with the type of freight movement.

13. Other Information **[16]**
    Information which may be added at the user's discretion.

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4. Bar Coded Labels

BAR CODED LABEL

AIRLINE NAME/INSIGNIA (1)	
BAR CODED INFORMATION (5)	
AIR WAYBILL NO. (2)	
DESTINATION (3)	TOTAL NO. OF PIECES (4)
OPTIONAL INFORMATION (6)	

5. Completion of Bar Coded Labels
The **numbers between brackets** to the right of the titles correspond with the circled numbers in the boxes of the specimen label shown in paragraph 4 above.

a. Completion of the *mandatory* boxes on the labels shall be as follows.

1. Airline Name **[1]**
The airline name.

2. Air Waybill Number **[2]**
The airline code and AWB number of the shipment. The serial number may be shown as two groups of four digits.

3. Destination **[3]**
The IATA three-letter code of the airport of destination.
When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

4. Total No. of Pieces **[4]**
The total number of pieces comprising the shipment.

5. Primary Bar Code **[5]**
The primary bar code contains all data elements described in IATA Resolution 606 (Attachment A). Whenever more than one bar code is printed on a label containing the primary bar code, the primary code must appear first.

b. When used, completion of the *optional* information on the labels shall be as follows:

1. Airline Insignia **[1]**
The airline insignia.

2. Transfer Points **[6]**
The IATA three-letter code of the airport(s) of transfer When the airport code is unknown or the city (cities) is (are) served by more than one airport the IATA three-letter city code may be used.

3. Piece Number **[6]**
The Air Waybill piece number.

4. Weight of this Piece **[6]**
The weight of the specific package to which the label is attached, together with the unit of weight (K or L).

5. Total Weight of this Shipment **[6]**
The total weight of the shipment, together with the unit of weight (K or L).

6. Handling Information **[6]**
Any information which pertains to the handling of the shipment.

7. HWB No. **[6]**
The House Waybill (HWB) number.

8. HWB Piece No. **[6]**
The House Waybill (HWB) piece number.

9. Origin **[6]**
The IATA three-letter code of the airport of origin. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

10. Total No. of HWB Pieces **[6]**
The total number of pieces comprising the shipment being shipped under this HWB.

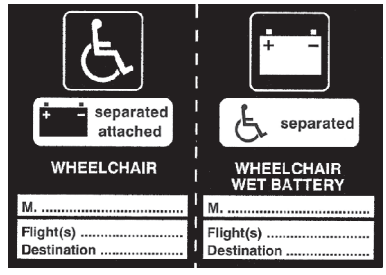
11. Total Weight of HWB Pieces **[6]**
The total weight of pieces represented by the House Waybills, together with the unit of weight (K or L).

12. Product Name **[6]**
The marketing name associated with the type of freight movement.

13. Other Information **[6]**
Information which may be added at the user's discretion.

14. Secondary Bar Code **[5]**
The secondary bar code(s) is printed in box 6 of the bar coded label whenever a primary bar code is included on the label. It may otherwise be printed in box 5. The secondary bar code(s) contains data elements identified in IATA Resolution 606 (Attachment B).

B. Standard Labels and Tags for Special Consignments
The following labels may be available from the carriers. They must be used as described and attached next to the consignee's address, when space permits.



- **Name of Label:** Battery-powered Wheelchair and Mobility Aid label
- **Colour:** Blue and white printing

To assist the handling of wheelchairs and mobility aids with batteries, the label above is an example which may be used to assist in identifying whether or not a wheelchair has had the battery removed. The label is in two parts. Part A remains with the wheelchair and indicates whether or not the battery has been removed. In cases where the battery is separated from the wheelchair, Part B may be used to assist in identifying the battery and also in reconciling the battery and its wheelchair.

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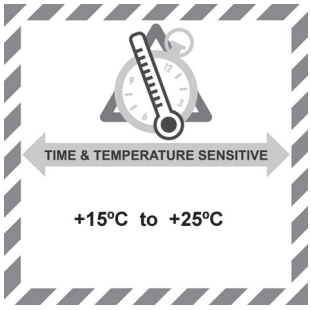
Standard "Time and Temperature Sensitive"
The Time and Temperature Sensitive label is a shipment label, specific to the healthcare industry, that must be affixed to all shipments booked as time and temperature sensitive cargo.
It is the responsibility of the shipper (or designated shipper's agent by service agreement) to ensure the label is applied properly for time and temperature sensitive healthcare cargo shipments booked as such. The lower half of the label must never be left blank and must indicate the external transportation temperature range of the shipment. The temperature range must only be shown in Celsius. No other temperature information must be indicated on the label except, when agreed between the parties it may be used to communicate the Standard Operating Procedures (SOP) number.

Any other instructions that are not related to the transportation (e.g. storage temperature ranges at destination) must be agreed upon by all parties involved provided that these additional instructions cannot be confused with or conflict with the instructions on the IATA label and on the Air Waybill.



(The temperature indicated on the lower half of the label must match the approved transportation temperature range, e.g. +15°C to +25°C)

The initial booking is the key step to successful cargo transportation and will trigger the specific and/or appropriate handling and operational processes associated with healthcare transport and/or logistics. The label only supports the booking, thus the transportation temperature range specified on the label must match the transportation temperature range stated on the AWB, Service Level Agreement (SLA) or Standard Operating Procedures (SOP). In the event that the shipper fails to complete the lower half of the label or in case of discrepancy the transportation temperature indicated on the AWB (or on the SOP or SLA if no temperature is mentioned on the AWB) prevails.

In addition, a 24-hour contact telephone number(s) of a person knowledgeable about the shipment must be provided at the time of booking and on the AWB as well as in the SLA or SOP. This is to enable contacting the appropriate person in the event of a significant delay or disruption to the shipment that may impact on the viability of the contents of the shipment.

- **Name of Label:** Time and Temperature Sensitive for Healthcare Products
- **Colour:** Blue printing on white (or suitably contrasting) background
- **Size:** 10 cm × 10 cm (4 × 4 in) are minimum dimensions, except when the packages are of such dimensions that they can only bear smaller labels. These labels must not be smaller than 5 cm × 5 cm (2 × 2 in).
- **Variation:** The label should be either pre-printed, in adhesive or "tie-on" format
- **Language:** This text should be in English, unless otherwise required by the state of origin. In such cases, an English translation should also be provided with both languages given equal prominence.
- **Durability:** The material of every label, the printing and any adhesive thereon, should be sufficiently durable to withstand normal transport conditions including open weather exposure without a substantial reduction in effectiveness.

Notes

1. Minor variations in the design of the symbols or other differences such as the width of the vertical lines on labels as shown in the regulations, which do not affect the obvious meaning of the label, are acceptable
2. The temperature indicated on the lower half of the label may be accompanied by the following text "Transportation temperature +X°C to +Y°C" to clarify that the temperature range relates to the external transportation temperature range of the shipment.
3. The following color specifications are provided to ensure consistency with the design Triangle PMS199 CMYK: M100 Y62 RGB: R240 G008 B071 Text and Thermometer PMS541 + 40% Black CMYK: C100 M50 K65 RGB: R000 G048 B091 Hatches PMS300 @ 80% CMYK: C80 M28 RGB: R003 G143 B215 Stopwatch and Double Arrow PMS300 @ 15% CMYK: C35 M5 RGB: R166 G215 B245
4. If a single tint of the color blue is used, the recommended color specifications for the design are: PMS300 blue (PM541 being discarded for the Text and Thermometer and replaced by PMS300) and PMS199 red for the Triangle.

For articles requiring special care in handling, a **"Fragile"** label shall be affixed on **all** sides

- **Name of Label:** Fragile
- **Colour:** Red with white symbol and printing
- **Minimum dimensions:** 74 x 105 mm
- **Language:** Carrier's name only (optional) and the word "Fragile" in not more than two languages.

- **Name of Label:** Perishable
- **Colour:** White with blue symbols and white printing
- **Minimum dimensions:** 74 x 105 mm
- **Language:** Carrier's name only (optional).

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C. Hazard Labels for Packages Containing Dangerous Goods

As described in 3.rule 2.3.3.A.3., the shipper shall affix the proper label (adjacent to the shipper's or consignee's address) to each package containing dangerous goods.

Class 1 - Explosives

* * Place for Division and Compatibility Group

- **Name of Label:** Explosive (Divisions 1.1, 1.2 and 1.3)
- **Cargo IMP Code:** REX, RCX, RGX, as applicable
- **Colour:** Orange with black printing
- **Minimum dimensions:** 100 x 100 mm

* * * Place for Compatibility Group

- **Name of Label:** Explosive (Division 1.4)
- **Cargo IMP Code:** RXB, RCX, RXD, RXE, RXG, RXS as applicable
- **Colour:** Orange with black printing
- **Minimum dimensions:** 100 x 100 mm

* * * Place for Compatibility Group

- **Name of Label:** Explosive (Division 1.5)
- **Cargo IMP Code:** REX
- **Colour:** Orange with black printing
- **Minimum dimensions:** 100 x 100 mm

* * Place for Compatibility Group

- **Name of Label:** Explosive (Division 1.6)
- **Cargo IMP Code:** REX
- **Colour:** Orange with black printing
- **Minimum dimensions:** 100 x 100 mm

Class 2 - Gas

- **Name of Label:** Flammable Gas (Division 2.1)
- **Cargo IMP Code:** RFG
- **Colour:** Red with white printing (or red with black printing)
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Non flammable, non-toxic Gas (Division 2.2)
- **Cargo IMP Code:** RNG or RCL for Cryogenic liquids subject to Packing Instruction 202 as applicable.
- **Colour:** Green with white printing (or green with black printing)
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Toxic Gas (Division 2.3)
- **Cargo IMP Code:** RPG
- **Colour:** White with black printing
- **Minimum dimensions:** 100 x 100 mm

Class 3 - Flammable liquids

- **Name of Label:** Flammable Liquid
- **Cargo IMP Code:** RFL
- **Colour:** Red with white printing (or red with black printing)
- **Minimum dimensions:** 100 x 100 mm

Class 4 - Flammable solids, Substances liable to spontaneous combustion, Substances which, in contact with water, emit flammable gases

- **Name of Label:** Flammable Solid (Division 4.1)
- **Cargo IMP Code:** RFS
- **Colour:** Red and white with black printing
- **Minimum dimensions:** 100 x 100 mm

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- **Name of Label:** Spontaneously Combustible (Division 4.2)
- **Cargo IMP Code:** RSC
- **Colour:** Red and white with black printing
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Dangerous when wet (Division 4.3)
- **Cargo IMP Code:** RFW
- **Colour:** Blue with white printing (or blue with black printing)
- **Minimum dimensions:** 100 x 100 mm

Class 5 - Oxidizing substances and Organic Peroxides

- **Name of Label:** Oxidizer (Division 5.1)
- **Cargo IMP Code:** ROX
- **Colour:** Yellow with black printing
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Organic Peroxides (Division 5.2)
- **Cargo IMP Code:** ROP
- **Colour:** Upper half red, lower half yellow, black or white flame
- **Minimum dimensions:** 100 x 100 mm

Class 6 - Toxic (poisonous) and infectious substances

- **Name of Label:** Toxic Substance (Division 6.1)
- **Cargo IMP Code:** RPB
- **Colour:** White with black printing
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Infectious Substance (Division 6.2)
- **Cargo IMP Code:** RIS
- **Colour:** White with black printing
- **Minimum dimensions:** 100 x 100 mm
- May be 50 x 50 mm for small packages

Class 7 - Radioactive materials

- **Name of Label:** Radioactive - Category I
- **Cargo IMP Code:** RRW
- **Colour:** White with black printing; category number printed in red
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Radioactive - Category II
- **Cargo IMP Code:** RRY
- **Colour:** Yellow (upper) and white (lower) with black printing; category number printed in red
- **Minimum dimensions:** 100 x 100 mm

- **Name of Label:** Radioactive - Category III
- **Cargo IMP Code:** RRY
- **Colour:** Yellow (upper) and white (lower) with black printing; category number printed in red
- **Minimum dimensions:** 100 x 100 mm

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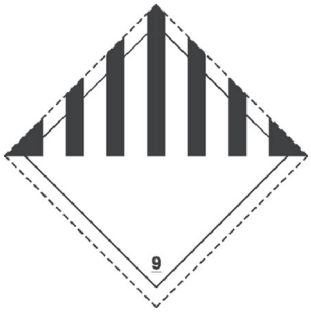
Class 8 - Corrosives

- **Name of Label:** Corrosive
- **Cargo IMP Code:** RCM
- **Colour:** White with black printing
- **Minimum dimensions:** 100 x 100 mm

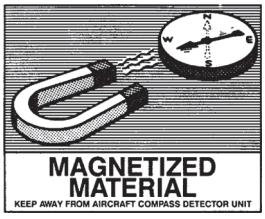
Class 9 - Miscellaneous dangerous goods



- **Name of Label:** Miscellaneous
- **Cargo IMP Code:** RMD or ICE, RLI, RLM, RSB (polymeric beads and plastics moulding compound subject to Packing Instruction 957), as applicable
- **Colour:** White with black printing
- **Minimum dimensions:** 100 x 100 mm

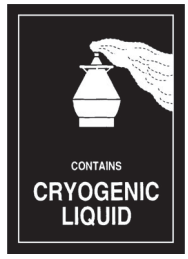
D. Handling Labels and Marks for Packages Containing Dangerous Goods

1. Handling labels for Dangerous Goods

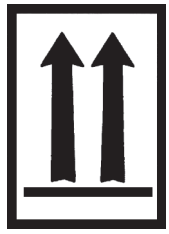


- **Name of Label:** Magnetized material
- **Colour:** Blue printed label
- **Minimum dimensions:** 90 x 110 mm

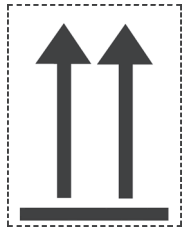
- **Name of Label:** Cargo Aircraft only
- **Colour:** Orange with black printing
- **Minimum dimensions:** 120 x 110 mm
- For small packages of infectious substances (Class 6, Division 6.2) dimensions may be halved.



- **Name of Label:** Cryogenic liquid
- **Colour:** Green with white printing
- **Minimum dimensions:** 74 x 105 mm

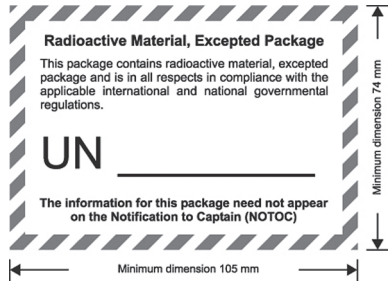


- **Name of Label:** Package Orientation (This Way Up)
- **Colour:** Red or black on a contrasting background
- **Minimum dimensions:** 74 x 105 mm



- **Name of Label:** Package Orientation (This Way Up) - (Alternate design)
- **Colour:** Red or black on a contrasting background
- **Minimum dimensions:** 74 x 105 mm

- **Name of Label:** Keep Away From Heat
- **Colour:** Red and black on white background
- **Minimum dimensions:** 74 x 105 mm



- **Name of Label:** Radioactive Material - Excepted Package
- **Colour:** The border of the label must have red diagonal hatchings (Pantone Colour No. 186U). The label may be printed in black and red on white paper or it may be printed in red only on white paper
- **Minimum dimensions:** 74 x 105 mm
- **Cargo IMP Code:** RRE

- **Name of Label:** Lithium Battery Label
- **Colour:** The border of the label must have red diagonal hatchings. Text and symbols black on a contrasting background.
- **Minimum dimensions:** 120 x 110 mm Where the packages are of dimensions such that they can only bear smaller labels the label dimensions may be 74 mm 105 mm
- **Cargo IMP Code:** ELI/RLI or ELM/RLM as applicable

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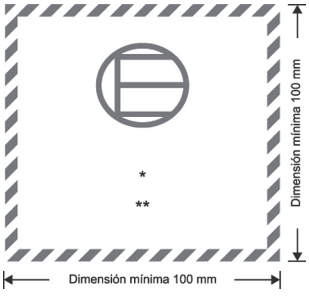
2. Marks for Dangerous Goods

- **Name of Label:** Limited Quantity
- **Colour:** Top and bottom portions and line must be black, centre area white or suitable contrasting background.
- **Minimum dimensions:** 100 x 100 mm
  If the package(s) are of such dimensions that they can only bear a smaller mark the dimensions may be reduced to not less than 50 mm x 50 mm provided the marking remains clearly visible.
- **Minimum width of line forming the diamond:** 2 mm
- **Symbol:** The symbol "Y" must be placed in the centre of the mark and must be clearly visible.

- **Name of Label:** Environmentally Hazardous
- **Minimum dimensions:** 100 mm × 100 mm
- **Colour:** Symbol (fish and tree) black. Background white or suitable contrasting background.



- **Name of Label:** Excepted Quantity
- **Minimum Dimensions:** 100 mm x 100 mm
- **Colour:** Hatching and symbol of the same colour, black or red, on white or suitable contrasting background.

  * The Class or, when assigned, the Division number(s) must be shown in this location.

  ** The name of the shipper or of the consignee must be shown in this location if not shown elsewhere on the package.

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