

Ways to Stay out of Trouble When Shipping Hazardous Materials

When shipping hazardous materials do you ever feel that it is next to impossible to ship them without them boomeranging back? To help reduce or possibly eliminate this issue, here are some things to consider before sending your next package or truckload of hazardous materials.

To help clear up some confusion, when we talk about hazardous materials (DOT) we are also including hazardous waste (RCRA) and Dangerous Goods (IATA). It is important to remember that not all are created equal.

If you are shipping a hazardous material within the United States you will need to follow the DOT regulations. If you are shipping the material via air outside of the United States, you will need to ensure that the package, labels, and documentation meet the IATA Regulations. If you are shipping a hazardous material outside the United States via waterways, you will need to review the IMDG Regulations. The regulations are very similar however, when shipping outside of the United States you need to be aware of documentation differences, marking requirements and state variations.

DOT Update Until 2010 the proper sequence for the Shipping Name can be SHIP or ISHP. Starting in 2011 it must be ISHP. **I** - Identification Number **S** - Proper Shipping Name **H** - Hazard Class **P** - Packing Group

Also be sure to follow the quantity limitations for the various modes of transportation. If the IATA regulations state a limit of 5 liters for passenger aircraft, it is for the entire package and not each individual container. This is different from DOT because DOT looks at the individual container more than per outer container.

Make sure you know the additional requirements of your carrier. We are referring to UPS, FedEx, DHL and USPS. They sometimes have internal regulatory requirements above and beyond the DOT's. For example, a few years back one of the above mentioned carriers required three (3) copies of the Dangerous Goods Declaration where the IATA regulations stated only two (2) were required. Due to this, some companies were getting packages sent back to them stating that their paperwork was incorrect. Take time at the beginning of the year and again halfway through to see if your carrier has any regulatory updates that would affect your shipments.

An extremely important piece of information that you must never forget is to make sure that those within your company that handle/ship hazardous materials must be properly trained. This is the most cited deficiency by the Department of Transportation. DOT 49 CFR 171-173, Subpart H, mandates training for individuals involved in the transportation or shipping of hazardous materials. New employees must be trained within 90 days after employment and a refresher every 3 years.

Safex will be presenting a FREE Breakfast Forum on DOT Requirements and Updates on Friday, July 31st presented by John Gramza, CHMM with Cardinal Health. Breakfast and networking begins at 7:30am and the speaker is from 8am—9am.

To RSVP contact Michele Blaney at mblaney@safex.us.

Upcoming Training Courses

DOT Training

DOT 49 CFR 171-173, Subpart H, mandates training for individuals involved in the transportation or shipping of hazardous materials. New employees must be trained within 90 days after employment and a refresher every 3 years.

DOT Requirements for Shipping Hazardous Materials—Initial Course

October 26 & 27

8am-5pm day 1

8am—12 noon day 2

Cost is \$295 pp (10% discount for 3 or more)

DOT Requirements for Shipping Hazardous Materials—Refresher Course

October 14

9am-4pm

Cost is \$195 pp (10% discount for 3 or more)

All courses are held at the Safex Training Center, 140 N. Otterbein Ave., Westerville, OH 43081.

Contact Michele for more information:
mblaney@safex.us or 890-0800 x203.