

*The International
Trade Compliance
And Operations
Experts for
129 years!*

Unz & Co., Piscataway, NJ. 2008.
All rights reserved. No part of this
publication may be reproduced or
used in any form or by any means
– graphic, electronic, or
mechanical including
photocopying, recording, taping,
or information storage and
retrieval systems – without
permission of the publisher.

Dangerous Goods Declarations

For the international movement of dangerous goods (hazardous materials), dangerous goods declarations are mandatory components of your documentation requirements for export. The air or ocean bill of lading is a contract of carriage between the shipper and the carrier and is evidence to the shipper of the receipt of offered goods from the carrier. Though bills of lading describe the goods being carried, the information is not sufficiently detailed when it comes to the carriage of dangerous goods.

Air carriers will require submission by the shipper of an **International Air Transport Association (IATA) Shipper's Declaration for Dangerous Goods**. In addition to the typical shipper/consignee information, this form presents to the carrier very detailed information about the nature, level of hazard and specific methods of packaging of the dangerous goods that it will place aboard its aircraft. It will indicate whether the dangerous goods can be placed on a passenger aircraft or can be carried only aboard a cargo aircraft. Finally, it will provide 24-hour emergency contact information should the carrier require assistance in dealing with a dangerous good.

All commodity related information, including the proper shipping name, must come from the IATA Dangerous Goods Regulations. The Shipper's Declaration for Dangerous Goods must be signed and dated by the shipper or a designated representative. It is acceptable for persons or organizations (including consolidators, freight forwarders, and IATA cargo agents) employed by the shipper to act on their behalf to undertake the shipper's responsibilities in the preparation of the consignment and trained as required by the IATA Regulations to sign the Shipper's Declaration for Dangerous Goods.

Ocean carriers will require the shipper to submit an **International Maritime Organization (IMO) Multimodal Dangerous Goods form**. This form is acceptable for the international ocean movement as well as for transportation to, from, or within the United States before or after the ocean movement. Though international organizations, including the U.S. Department of Transportation, have harmonized many elements of information related to dangerous goods, the packing and segregation requirements for ocean shipments may differ than those for air movement. Therefore, it is imperative that an ocean shipper have access to and understand the use of the IMO Dangerous Goods Code.

The Multimodal Dangerous Goods form must be prepared and signed by the party that is offering the dangerous goods for movement. This responsibility cannot be delegated. If the shipper is presenting to a carrier fully containerized cargo, then the preparer must also complete the container stuffing portion of the form attesting to the fact that all dangerous goods within have been properly packed, marked, labeled, and stowed in accordance with the IMO Dangerous Goods Code.