

DRAFT UGANDA STANDARD

First Edition
2019-mm-dd

Transport of dangerous goods — Emergency information systems Part 1: Emergency information system for road transport

PUBLIC REVIEW DRAFT

Reference number
DUS DEAS 952-1: 2019

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National foreword

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Draft Uganda Standards adopted by the Technical Committee are widely circulated to stakeholders and the general public for comments. The committee reviews the comments before recommending the draft standards for approval and declaration as Uganda Standards by the National Standards Council.

This Draft Uganda Standard, DUS DEAS 952-1: 2019, *Transport of dangerous goods — Emergency information systems Part 1: Emergency information system for road transport*, is identical with and has been reproduced from an International Standard, DEAS 952-1: 2019, *Transport of dangerous goods — Emergency information systems Part 1: Emergency information system for road transport*, and is being proposed for adoption as a Uganda Standard.

The committee responsible for this document is Technical Committee UNBS/TC 8, *Transport and communication*.

Wherever the words, "East African Standard " appear, they should be replaced by "Uganda Standard."



DEAS 952-1:2019

ICS 13.300

DRAFT EAST AFRICAN STANDARD

**Transport of dangerous goods — Emergency information systems Part
1: Emergency information system for road transport**

PUBLIC REVIEW DRAFT

EAST AFRICAN COMMUNITY

PUBLIC REVIEW DRAFT

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Foreword

Development of the East African Standards has been necessitated by the need for harmonizing requirements governing quality of products and services in the East African Community. It is envisaged that through harmonized standardization, trade barriers that are encountered when goods and services are exchanged within the Community will be removed.

The Community has established an East African Standards Committee (EASC) mandated to develop and issue East African Standards (EAS). The Committee is composed of representatives of the National Standards Bodies in Partner States, together with the representatives from the public and private sector organizations in the community.

East African Standards are developed through Technical Committees that are representative of key stakeholders including government, academia, consumer groups, private sector and other interested parties. Draft East African Standards are circulated to stakeholders through the National Standards Bodies in the Partner States. The comments received are discussed and incorporated before finalization of standards, in accordance with the Principles and procedures for development of East African Standards.

East African Standards are subject to review, to keep pace with technological advances. Users of the East African Standards are therefore expected to ensure that they always have the latest versions of the standards they are implementing.

The committee responsible for this document is Technical Committee EASC/TC

Attention is drawn to the possibility that some of the elements of this document may be subject of patent rights. EAC shall not be held responsible for identifying any or all such patent rights.

During the preparation of this Standard, reference was made to the following document:

SANS 10232-1:2007,

Acknowledgement is hereby made for the assistance derived from this source.

PUBLIC REVIEW DRAFT

Transport of dangerous goods — Emergency information systems Part 1: Emergency information system for road transport

1 Scope

This Draft East African Standard specifies requirements for emergency information systems, for hazard class diamonds, placards and emergency information documents for road transportation of dangerous goods.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 1496-1, *Series 1 freight containers — Specification and testing — Part 1: General cargo containers for general purposes.*

ISO 1496-2, *Series 1 freight containers — Specification and testing — Part 2: Thermal containers*

ISO 1496-3, *Series 1 freight containers — Specification and testing — Part 3: Tank containers for liquids, gases and pressurized dry bulk*

ISO 1496-4, *Series 1 freight containers — Specification and testing Part 4: non-pressurized containers for dry bulk*

ISO 1496-5, *Series 1 freight containers — Specification and testing Part 5: Platform and platform — based containers*

ISO 8323, *Freight containers — Air/surface (intermodal) general purpose containers — Specification and tests*

SANS 10206, *The handling, storage and disposal of pesticides*

DEAS 949:2019, *The identification and classification of dangerous goods for transport.*

DEAS 950:2019, *Transport of dangerous goods — Operational requirements for road vehicles.*

CD.K/04 *Transportation of dangerous goods — Emergency information systems — Part 3: Emergency response guides*

DEAS 952-4:2019 *Transport of dangerous goods — Emergency information systems — Part 4: Transport emergency card*

SANS 10233 (SABS 0233), *Intermediate bulk containers for dangerous substances*

SANS 10406, *Transport of dangerous goods — The reprocessing of previously certified packaging*

SS 01 91 02, *colour atlas 96.*

International maritime dangerous goods code (IMDG code) London: International Maritime Organization.
Pantone colour formula guide 1000. Moonachie, NJ: Pantone Inc. 1991.

Emergency response guide book, 2016 edition

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1 Definitions

3.1.1 certified clean

descriptive of a vehicle, freight container or tank container that has carried goods listed as dangerous, but is now free from contamination by such cargo and has been certified as such

3.1.2 combination of motor vehicles

as defined in the respective national legislation

3.1.3 consignee

any person, organization or government that accepts dangerous goods that have been transported in a vehicle in accordance with the relevant national legislation provisions and requirements, or any other regulatory requirements of the relevant provincial and local governments

3.1.4 consignor

any person, organization or government that prepares or offers dangerous goods for transport in a vehicle in accordance with the relevant national legislation or any other regulatory requirements of the relevant regional governments

3.1.5 dangerous goods

substances or articles that pose hazard to people, health, property or the environment, due to their chemical or physical properties

3.1.6 dangerous goods placard

single placard with separate, delineated zones for goods identification, telephonic advice numbers and the appropriate hazard class diamond

3.1.7 danger warning diamond

diamond that complies with the requirements of 5.5, and that is displayed on the front, at the rear and either side of the vehicle

3.1.8**designated space**

clearly visible space near the centre of the cab, in which is permanently fixed a container, of colour orange and marked with the word "DOCUMENTS" in black. Space is easily accessible from either one of the doors or through a broken front window'

NOTE The construction of the container and type of material used are not prescribed.

3.1.9**exempt quantities**

quantity of dangerous goods DEAS 950:2019 which, if not exceeded in the total load, is exempt from the requirements in the respective national legislation for the transport of dangerous goods

3.1.10**freight container**

free-standing containment unit, used for the transport of dangerous goods, of a permanent character and strong enough for repeated use, designed specifically for the carriage of goods by more than one mode of transport and that complies with the requirements of ISO 1496-1

3.1.11**gross vehicle mass**

as defined in the respective national legislation

3.1.12**incident**

unplanned event during the transport or storage of dangerous goods which includes incidents such as leakage, spillage, fire or other unplanned events

3.1.13**mixed load****multiload**

as described in 4.5

NOTE The terms "mixed load" and "multiload" are synonymous, and may both be used until amended in national legislation.

3.1.14**operator**

person responsible for the use of a motor vehicle for the transport of dangerous goods as defined in the respective national legislation

3.1.15**qualified person**

person trained to perform a specific task, and nominated by the operator, the consignor or the consignee

3.1.16**rigid vehicle**

vehicle where the driving unit and the cargo containment unit are mounted on a single, fixed chassis

3.1.17**semi-trailer**

as defined in the respective national legislation

3.1.18**single load**

dangerous goods cargo that comprises either a single substance or goods that have the same UN number

3.1.19

split placard

system of placarding where a rectangle that contains the UN number and a hazard class diamond are affixed in close proximity, as required for freight containers in accordance with the IMDG regulations

3.1.20

trailer

as defined in the respective national legislation

3.1.21

transport emergency card

card that lists the hazards and emergency information for a dangerous substance being transported, and that is intended for use by the driver during an incident, or by the emergency services, if required. The transport emergency card can either be generated from the European Council of Chemical Manufacturers' Federation (CEFIC) system, called a TREMCARD, or in accordance with, Transport of dangerous goods – Emergency information systems – Part 4: Transport emergency card called a TREC

3.1.22

United Nations number

unique four-digit number allocated to an item of dangerous goods listed in DEAS 949:2019.

3.2 Abbreviation

3.2.1 DGD — Dangerous goods declaration

3.2.2 ERG — Emergency response guide

3.2.3 GVM — Gross vehicle mass

3.2.4 IBC — Intermediate bulk containers

3.2.5 IMDG — International maritime dangerous goods code

3.2.6 TREC —Transport emergency card in accordance with DEAS 952-4:2019

3.2.7 TREMCARD —Transport emergency card, generated from the European Council of Chemical Manufacturers' Federation (CEFIC) system

3.2.8 UN No — United Nations number

4 Placarding and documentation of vehicles

4.1 General requirements

4.1.1 The vehicle placarding and documentation shall at all times be an accurate reflection of the dangerous goods being transported.

4.1.2 The full placard, including the 10 mm black border (see annex B) shall be clearly visible from the roadside, whether directly fixed on the vehicle, or supported by means of a permanently fixed frame. The placard shall be clean, legible and not defaced at all times.

4.1.3 Three regular-size dangerous goods placards (see 5.2.1) shall be affixed to each cargo containment area of a rigid vehicle, semi-trailer or trailer; one at the rear and one on either side of the vehicle, so as to be clearly visible from the roadside. Vehicles with GVM less than 3 500 kg may be fitted with reduced-size placards (see 5.2.1) where space does not allow the fitting of a regular-size placard.

4.1.4 A regular-size Danger warning diamond (see 5.5) shall be so affixed to the front of a vehicle or a truck tractor as to be clearly visible from the front. Vehicles with a GVM less than 3 500 kg may be fitted with a reduced-size Danger warning diamond (see 5.5) where space does not allow the fitting of a regular-size Danger warning diamond.

4.1.5 Dangerous goods that are transported at a temperature in excess of 100 °C (in the case of liquids) or 240 °C (in the case of solids) shall have three elevated temperature warning triangles attached to the cargo unit, one on either side and one on the rear of the unit, so as to be clearly visible from the roadside.

4.1.6 Vehicles shall, in the designated space, carry the following documents:

- a) a transport emergency card, in the form of a TREMCARD or TREC for each dangerous goods item;
- b) one or more dangerous goods declaration(s) to cover all the goods that comprise the load;
- c) confirmation of classified waste, if applicable;
- d) container packing certificate, if applicable (DEAS 950:2019); and
- e) a nominally empty packaging certificate, if applicable.

4.2 Road tankers and bulk carriers

In the case of road tankers and bulk carriers, the placards, dangerous goods declaration(s) and transport emergency card(s) shall be retained until the vehicle has been certified clean.

4.3 Packaged goods and intermediate bulk containers (IBCs)

4.3.1 In the case of packaged goods and IBCs all the placards shall be removed from the sides and rear of the vehicle and the documents shall be removed from the designated area immediately after all the goods have been off-loaded, provided no spillage has occurred.

4.3.2 If spillage occurred during the transport operation, the placards, DGD(s) and transport emergency card(s) shall be retained after the goods have been off-loaded, until the vehicle has been cleaned and certified as such.

4.4 Freight containers (see ISO 1496-1 to ISO 1496-5 and ISO 8323)

4.4.1 Vehicles that transport freight containers that are placarded in accordance with this part of DEAS 949:2019 require only a danger warning labels in addition to the required documentation in the designated space (see Clause 6).

4.4.2 Freight containers that are being transported by road as part of a journey that includes movement by sea freight or across borders, shall carry split placards that consist of the appropriate hazard class and subsidiary risk diamonds and goods identification rectangle (see B.3.2 and C.4) affixed to either side and each end of the container so that they are clearly visible from both the rear and the roadside during transport and also meet the requirements of the IMDG regulations. Freight containers not intended to be carried as sea freight or across borders shall carry the normal dangerous goods placards on either side and each end so that they are clearly visible from both the rear and the roadside during transport.

4.4.3 The Danger warning diamond and the documentation shall remain on the vehicle until all the freight containers have been removed.

4.5 Mixed loads (multiloads)

4.5.1 Vehicles that carry goods of more than one hazard class shall bear the words "MIXED LOAD" in the goods identification zone and the mixed load hazard class diamond in the hazard class diamond zone of the placard (see B.1.2.1, C.2 and Figure B.1).

4.5.2 Vehicles that carry goods of a single hazard class and of the same ERG shall bear the UN No. of the most hazardous substance in the goods identification zone, and the hazard class diamond relevant to it in the hazard class diamond zone of the placard. Mixed loads of this type shall be placarded as for a single load.

4.5.3 Vehicles that carry goods of a single hazard class but of different ERGs shall bear the words "MIXED LOAD" in the goods identification zone and the relevant hazard class diamond in the hazard class diamond zone of the placard (see B.1.2.1, Figure B.1 and Table C.1).

4.6 Waste products classified as dangerous goods

4.6.1 Vehicles that transport waste products classified as dangerous goods shall comply with the requirements of 4.1 to 4.5 (inclusive).

4.6.2 The word "WASTE" shall be added above the UN No. in the goods identification zone of the dangerous goods placard (see B.1.2.1 and Figure B.1).

4.6.3 A container used for the transport of dangerous goods that has not been cleaned and is not accompanied by a relevant document shall be classified as a dangerous goods waste product and shall comply with the requirements in this clause.

4.6.4 Empty containers that contained pesticides and have been rendered unserviceable shall be disposed off as per requirements of a designated authority in the partner States.

4.7 Transport of petroleum-based products

4.7.1 The following petroleum-based products: diesel (UN 1202), petrol (UN 1203), kerosene (UN 1223) and aviation fuel (UN 1863) may be placarded with the generic UN NO. 1203, either singly or as a mixed load.

NOTE It is recommended that a tank vehicle, which is dedicated to any of these products, uses the appropriate UN number for the product on the placard.

4.7.2 When transporting petroleum-based products as in 4.7.1, transport emergency card(s) shall reflect the actual substance(s) on the vehicle.

4.8 Transport of gases

4.8.1 When transporting a single gas, the relevant placard and transport emergency card shall apply.

4.8.2 Mixed loads of gases may be transported under the following 5 group transport emergency cards:

- a) compressed gases, oxidizing.
- b) compressed gases, toxic.
- c) compressed gases, flammable.
- d) compressed gases (except Air, compressed), asphyxiant.
- e) liquefied gas, flammable.

5 Requirements for placards

5.1 General

Provision is made for three types of placarding, namely:

- a) dangerous goods placards;
- b) Danger warning diamond s; and
- c) split placarding.

5.2 Dangerous goods placard

5.2.1 Dimensions

The dimensions of regular size and reduced-size dangerous goods placards shall be as given in B.1 and B.2, respectively.

5.2.2 Placard zones

5.2.2.1 A dangerous goods placard shall be divided into the following emergency information zones:

- a) the goods identification zone (see 5.2.2.2)
- b) the telephonic advice number zone (see 5.2.2.3 and 5.2.2.4); and
- c) the hazard class diamond zone (see 5.2.2.5). The dimensions of the zones shall be as given in B.1.2 and B.2.1.

5.2.2.2 The goods identification zone shall indicate the four-digit UN No. of the dangerous goods being transported. When waste is transported, the word "WASTE" shall be added above the UN No. In the case of a mixed load the words "MIXED LOAD" shall appear in the goods identification zone, with the two words "MIXED" and "LOAD" on separate lines (see also B.1.2).

5.2.2.3 The operator telephonic advice number zone shall contain one or two telephone numbers, one of which shall be available on a 24 h basis, and shall be the number of the operator at the premises from which the business is conducted. It shall be possible to obtain details about the cargo and the route of the vehicle at this number.

5.2.2.4 The specialist telephonic advice number zone shall contain one or two telephone numbers, one of which shall be available on a 24 h basis, and shall be the number of a party that can supply specialist advice on the hazards associated with the cargo.

5.2.2.5 The hazard class label zone shall display the hazard class diamond appropriate to the hazard associated with the goods in terms of risk. Where subsidiary risks are identified in terms of DEAS 949:2019 the subsidiary risk diamonds shall be attached to the sides of the hazard class warning diamond as shown in Figure B.1.

5.3 Hazard class diamond

A hazard class diamond used on a regular size placard shall comply with the requirements given in Annex C.

5.4 Subsidiary risk diamond

Subsidiary risk diamonds used in split placarding shall be identical to hazard diamonds. Subsidiary risk diamonds added to a hazard placard shall be of the same design and colour as hazard diamonds but reduced to 100 mm side dimensions.

5.5 Danger warning diamond

A Danger warning diamond shall be a square with each side of length 250 mm, set with one of its diagonals vertically. A reduced-size hazard label shall be a square with each side of length 100 mm, set with one of its diagonals vertically. The design shall comply with the requirements given in C.3.

5.6 Mixed load diamond

A mixed load diamond shall be a square with each side of length 250 mm, set with one of its diagonals vertically and of design and colour as given in C.2.

5.7 Goods identification rectangle

A goods identification rectangle, for use in split placarding, shall be of width 150 mm and of length 290 mm, of colour orange, and of design as given in C.4.

5.8 Elevated temperature warning triangle

An elevated temperature warning triangle shall be an equilateral triangle with each side of length 250 mm and of design as given in C.5.

6 Emergency information documents

6.1 Transport emergency card

6.1.1 Transport emergency card(s) are intended for use by the driver of the dangerous goods vehicle but might also be required by the emergency services in the absence of other information, or in support of available information. Any vehicle used for the transport of dangerous goods shall have a transport emergency card for each dangerous goods item in the load.

6.1.2 The transport emergency card(s) shall be stored in the designated space.

6.1.3 The transport emergency card shall be generated either from the CEFIC system, or in accordance with DEAS 952-4:2019, and shall be in English or French and /or in Kiswahili.

6.1.4 The transport emergency card shall be reproduced on paper of size A4, with a left and a right border, consisting of 10 mm wide vertical lines in red to visually match Pantone 192 or NCS 0580-Y90R (see Annex D.1 and D.2).

6.1.5 The transport emergency card shall be clean and legible.

6.1.6 The validity of the transport emergency card shall be three years from the generation date in the bottom left hand corner for a transport emergency card generated from the CEFIC system (a TREMCARD) (see D.1), and three years from the preparation date in the bottom right hand corner for a transport emergency card generated 4 (a TREC) (see D.2).

6.2 Dangerous goods declaration

6.2.1 The dangerous goods declaration shall bear the heading "DANGEROUS GOODS DECLARATION" and shall contain the following information (see annex E for the example):

- a) the proper shipping name in accordance with DEAS 949:2019
- b) the UN No.;
- c) the hazard class and the packing group, where applicable;

- d) the quantity and type of packaging, or the word "bulk", where applicable;
- e) the gross mass, and the net mass or volume of the goods;
- f) the names and contact details of the following parties (where applicable): consignor, product manufacturer, product owner, product custodian, party contracting the operator, operator and consignee;
- g) the following declaration signed by the consignor:

"I hereby declare that the content of this consignment is fully and accurately described above by the proper shipping name, and is classified, packaged, marked and labelled/placarded, and is in all respects in proper condition for transport in accordance with the relevant national legislation."; and

NOTE DEAS 950:2019 for the different persons the consignor might possibly be.

- h) the following declaration signed by the driver:

"The consignment above has been received into my vehicle. My vehicle is correctly placarded and I am in possession of all necessary transport documentation pertaining to the transport of dangerous goods, including information to be followed in the case of an emergency".

6.2.2 The DGD shall be stored in the designated space.

6.2.3 Copies of the DGD shall be retained by the consignor for a minimum of 90 days after the date of shipment, if no incident is reported. If an incident is reported the DGD shall be retained for the duration of the relevant investigation.

6.3 Waste classification confirmation

In cases where a vehicle transports waste that contains any material listed as a dangerous substance in DEAS 950:2019, and where the total quantity of such material, either by itself or in combination with other such materials, exceeds the exempt quantity DEAS 952-1:2019 that vehicle shall carry written confirmation of the classified waste.

NOTE The confirmation can be included in the DGD, or other delivery documentation.

6.4 Other licences and permits

6.4.1 In cases where a vehicle transports explosives, licences and permits shall be obtained from the relevant competent authority as required by the respective national legislation

6.4.2 In cases where a vehicle transports radio-active materials, licences and permits shall be obtained from the relevant competent authority as required by the relevant national legislation

Annex A(normative)

Requirements for placards

A.1 Dangerous goods placard

A.1.1 Construction and size

Any dangerous goods placard shall be constructed as follows:

- a) the material of construction shall be sufficiently rigid to prevent any distortion when the placard is exposed to forces encountered during transportation by the relevant mode of transport;
- b) the dangerous goods placard shall be of width 700 mm and of height 400 mm, as shown in figure B.1;
- c) the dangerous goods placard shall be divided into four zones by black lines of width 10 mm and shall have a black border of width 10 mm, as shown in Figure B.1;
- d) provision shall have been made for attachment of the dangerous goods placard to the vehicle, and the means of attachment shall be of sufficient strength to resist distortion or disruption when exposed to the forces encountered during the normal road use of the vehicle; and
- e) the background colour of the zones, letters, numbers and graphic designs may be of silk-screened or painted metal plate or rigid plastics, or may be formed by the application of peel-and-stick plastics material or coated paper.

A.1.2 Placard zones

A.1.2.1 Goods identification zone

The goods identification zone within the black border (see B.1.1(c)) shall be of width 290 mm and of height 130 mm, and shall be orange (see C.1.2). The UN No. and the words "MIXED LOAD" and "WASTE" shall be black. The characters of the UN No. shall be of height 100 mm. In the case of a single load of waste the word "WASTE" and the characters of the UN No. shall be of height 50 mm. In the case of a mixed load the words "MIXED LOAD" shall be of height 50 mm and the two words "MIXED" and "LOAD" shall be on separate lines.

A.1.2.2 Operator telephonic advice number zone

The operator telephonic advice number zone (see figure B.1) shall be of width 290 mm and of height 115 mm, and shall be orange (see C.1.2). The characters of the telephone number(s) shall be of height 50 mm and shall be black.

A.1.2.3 Specialist telephonic advice number zone

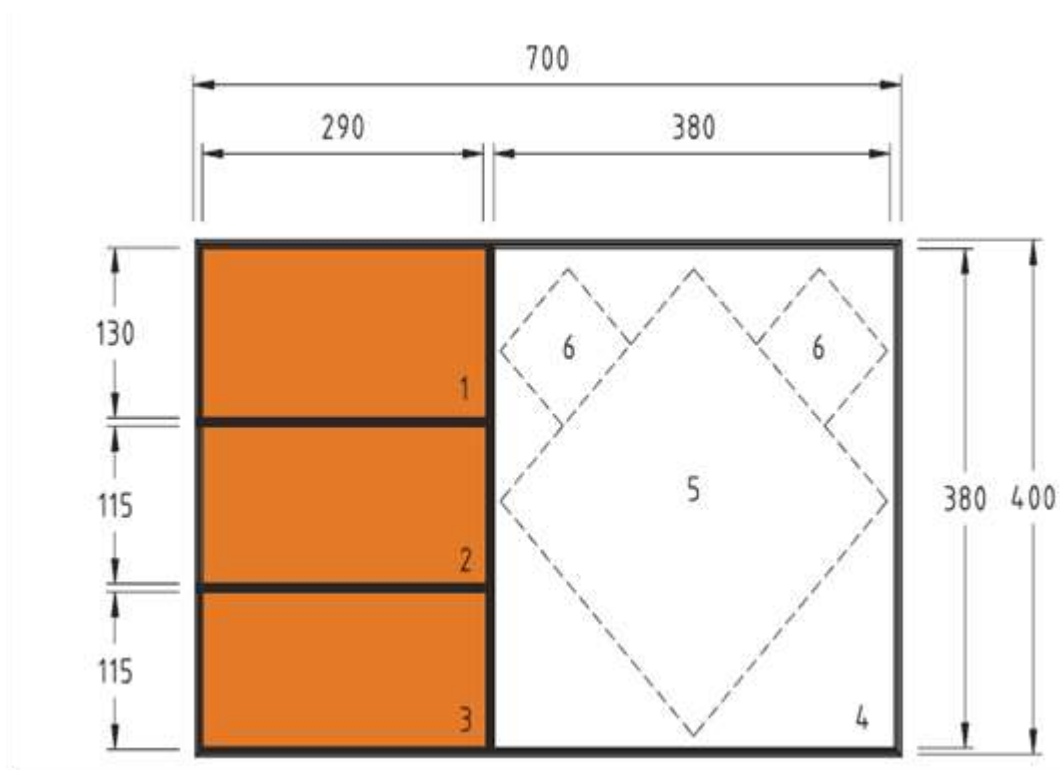
The specialist telephonic advice number zone (see figure B.1) shall be of width 290 mm and of height 115 mm, and shall be orange (see C.1.2). The characters of the telephone number(s) shall be of height 50 mm and shall be black.

A.1.2.4 Hazard class diamond zone

The hazard class diamond zone shall contain the hazard class diamond (see table C.1) and, where applicable, any subsidiary risk diamond(s), or the mixed load diamond. The hazard class diamond zone within the black border (see Figure B.1) shall be a square with each side of length 380 mm and shall be white.

A.1.3 Design

The dangerous goods placard design shall be as shown in Figure B.1.

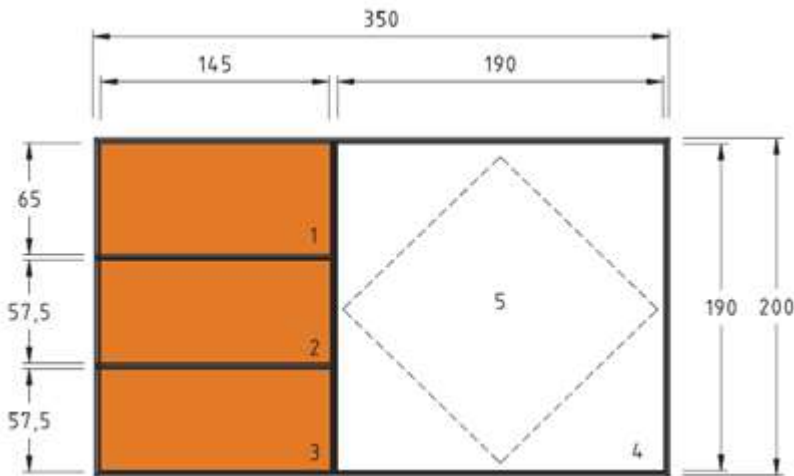


Legend

- 1) Goods identification zone
- 2) Operator telephonic advice zone
- 3) Specialist telephonic advice zone
- 4) Hazard class diamond zone
- 5) Position of hazard class diamond or mixed load diamond
- 6) Position(s) of subsidiary risk diamond(s)

Figure A.1 Dangerous goods placard design

A.2 Reduced-size dangerous goods placard



Legend

- 1) Goods identification zone
- 2) Operator telephonic advice number zone
- 3) Specialist telephonic advice number zone
- 4) Hazard class diamond zone
- 5) Position of hazard class warning diamond

Figure A.2 Reduced-size dangerous goods placard

A.2.1 Dimensions

The dimensions of the reduced-size dangerous goods placard shall be as shown in figure B.2.

A.2.2 Goods identification zone

The characters of the UN No. shall be of height 50 mm. In the case of a single load of waste the word "WASTE" and the characters of the UN No. shall be of height 25 mm. In the case of a mixed load the words "MIXED LOAD" shall be of height 25 mm and the two words "MIXED" and "LOAD" shall be on separate lines.

A.2.3 Operator telephonic advice number zone

The characters of the telephone number(s) shall of height 25 mm.

A.2.4 Specialist telephonic advice number zone

The characters of the telephone number(s) shall of height 25 mm.

A.2.5 Hazard class diamond zone

It shall not be required to attach subsidiary risk diamonds to the main hazard class diamond.

A.3 Freight container placards

A freight container shall have split placards that consist of a goods identification rectangle, a hazard class diamond, or a mixed load diamond and subsidiary risk diamond(s), in accordance with B.3.1, B.3.2 and Annex C.

A.3.1 Goods identification rectangle

The goods identification rectangle shall comply with the requirements given in C.4 and shall contain either the UN No., or the word "MIXED LOAD", or the word "WASTE" above the UN No., as applicable.

A.3.2 Split placard configuration

The goods identification rectangle with the UN No. shall be placed adjacent to (on either side of) the hazard class label and the subsidiary risk diamond(s) (see figure B.3 and Figure B.4).

Goods identification rectangle



Hazard class diamond

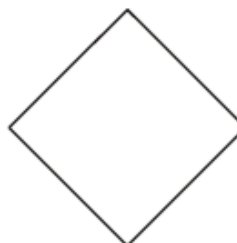
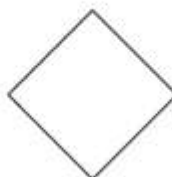


Figure A.3 — Goods identification rectangle and hazard class diamond

Goods identification rectangle



Hazard class diamond



Subsidiary risk diamond

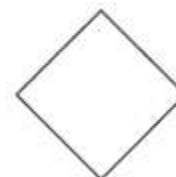


Figure A.4 — Goods identification rectangle, hazard class diamond and subsidiary risk label

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Annex B

(normative)




Requirements for hazard class labels


B.1 Hazard class labels

C.1.1 The hazard class diamond shall be a square with each side of length 250 mm, set at an angle of 45° (diamond shaped). The subsidiary risk diamond and the reduced-size hazard class diamond shall be identical in design and colour to the hazard class diamond, but with sides of 100 mm.























B.1.2 The colours of the hazard class diamonds, the reduced-size hazard class diamonds and the subsidiary risk diamonds shall visually match colour reference numbers Pantone 151 or NCS S 0570-Y50R (orange), Pantone 192 or NCS S 0580-Y90R (red), Pantone 361 or NCS S 1565-G (green), Pantone 300 or NCS S 2065-B (blue), and Pantone 109 or NCS S 0570 G90Y (yellow). In case of a dispute the NCS colours shall take precedence.















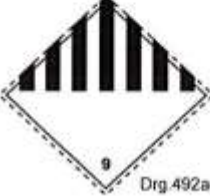
Table B.1 — Hazard class labels

1	2
Hazard class	Hazard class label
1.1, 1.2, or 1.3	
1.4	
1.5	

1.6	

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1	2	3	4	5
Class, division or subsidiary risk	International hazard class diamond		Alternative hazard class diamond	
2.1				
2.2				
2.3				
3				
4.1				
4.2				
4.3				

1	2	3	4	5
Class, division or subsidiary risk	International hazard class diamond		Alternative hazard class diamond	
5.1				
5.2				
6.1				
6.2				
7				
8				
9				

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B.2 Mixed Load label

A mixed load diamond shall be a square with each side of length 250 mm, set at an angle of 45° (diamond shaped) see C.1.1. The reduced-size mixed load label shall be a square with each side of length 100 mm, set at an angle of 45° (diamond shaped). The colour shall be orange (see C.1.2) against a white background with the word "DANGEROUS" in black, as shown in Figure C.2.



Figure C.2 — Mixed Load label

B.3 Danger warning label

The Danger warning diamond shall be a square with each side of length 250 mm, set at an angle of 45° (diamond shaped). The reduced-size Danger warning diamond shall be a square with each side of length 100 mm, set at an angle of 45° (diamond shaped). The colour shall be orange (see C.1.2 and Figure C.3).



Figure C.3 — Danger warning label

B.4 Goods identification rectangle

The goods identification rectangle shall be of height not less than 120 mm and of width not less than 300 mm. The rectangle shall have a black border of width 10 mm. The background colour shall be orange and the characters (see B.3.1) shall be black (see Figure C.4).



Figure C.4 — Goods identification rectangle

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B.5 Elevated temperature warning triangle

The elevated temperature warning triangle shall be an equilateral triangle with each side of length 250 mm. The colour shall be red against a white background (see Figure C.5).



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Figure B.5 — Elevated temperature warning triangle

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Annex C

(Informative)

Examples of Transport Emergency Cards

C.1 Example of a TREMCARD

Cefic Tremcard - Instructions in Writing

Class	3
PG	II
HI No	33
UN	1203

LOAD

Motor Spirit or Gasoline or Petrol
 Colourless liquid - Perceptible odour
 Immiscible with water
 Lighter than water

NATURE OF DANGER

Highly flammable
 May form explosive mixture with air, particularly in empty uncleaned receptacles
 The vapour may have narcotic effect and in high concentrations may induce unconsciousness which can be fatal may evaporate quickly
 The vapour may be invisible. The vapour is heavier than air and spreads along ground
 Heating will cause pressure rise with risk of bursting and subsequent explosion.

PERSONAL PROTECTION

Protective gloves
 Protective footwear
 Eyewash bottle with clean water

INTERVENTION EQUIPMENT

Shovel
 Broom
 Sand or other absorbent
 Alternatively, appropriate spill kit.

GENERAL ACTIONS BY THE DRIVER

Stop the engine.
 No naked lights. No smoking.
 Mark roads with self-standing warning signs and warn other road users or passers-by
 Keep public away from danger area. Keep upwind.
 Notify police and fire brigade as soon as possible.

ADDITIONAL AND/OR SPECIAL ACTIONS BY THE DRIVER

Any action only if without personal risk.
 Stop leaks if without risk.
 Contain or absorb leaking liquid with sand or earth or other suitable material.
 Avoid direct contact with substance.
 Vapour may create explosive atmosphere.
 Avoid making sparks.
 Prevent liquids entering water courses, sewers, basements and workpits.
 If substance has entered a water course or sewer or been spilt on soil or vegetation, inform police
 Warn everybody: Explosion hazard.

FIRE (information for the driver in case of fire)

Do not attempt to deal with any fire involving the load.

FIRST AID

If substance has got into the eyes, immediately wash out with plenty of water. Continue treatment until medical assistance is provided.
 Remove contaminated clothing immediately and wash affected skin with plenty of water.
 Seek medical treatment when anyone has symptoms apparently due to inhalation, swallowing or contact with skin or eyes.
 In case of burns immediately cool affected skin as long as possible with cold water.

SUPPLEMENTARY INFORMATION FOR EMERGENCY SERVICES

Keep container(s) cool by spraying with water if exposed to fire.
 Extinguish with waterspray or preferably with foam or dry chemical.
 Do not use water jet.
 Sewers must be covered and basements and workpits evacuated.
 Use low-sparking handtools and explosion-proof electrical equipment.

Additional information

EMERGENCY TELEPHONE

@Cefic Prepared by Cefic from the best knowledge available; no responsibility is accepted that the information is sufficient or correct in all cases

Cerfric TEC(R) - 30S1203
 2006-10-13

APPLIES ONLY DURING ROAD TRANSPORT ENGLISH
 Cefic Revision 01/2006 Issue: 2005.1

C.2 Example of a TREC

D.2 TRANSPORT EMERGENCY CARD

– In accordance with DEAS 952-4:2019

UN No.	
Class	
Subsidiary risk	
Packing group	
ERG No.	

PROPER SHIPPING NAME

.....

POTENTIAL HAZARD

.....

APPEARANCE

(DANGER)

.....

PERSONAL PROTECTIVE EQUIPMENT

EQUIPMENT

.....

(PP phrases)

DRIVER INTERVENTION

.....

(ER phrases)

DRIVER FIRST ACTIONS

– Only if it can be carried out without personal risk **DRIVER SPECIAL/ADDITIONAL ACTIONS** – Only if it can be carried out without personal risk

.....

(D phrases)

.....

DRIVER ACTIONS IN CASE OF FIRE –

Only if it can be carried out without personal risk

.....

FIRST AID SERVICES

SPECIAL INFORMATION FOR EMERGENCY

.....
.....
.....
.....
.....

ADDITIONAL INFORMATION

EMERGENCY

TELEPHONE

NUMBERS

.....

PREPARED BY: from the best knowledge currently available; no guarantee is provided that the information is sufficient or correct under all circumstances.

Preparation date: **date:** M/Y..... **Expiry date:** **Reference:**

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