



Marking and Labeling

An Aid in Marking and Labeling DG



DISCLAIMER:

This information is only a guideline for properly trained hazardous materials (dangerous goods) shippers as required by PHMSA in 49CFR §172.700 – §172.704. It is provided as a courtesy only and is for informational/reference purposes only and is subject to continually changing regulatory requirements. Therefore the information shown may not reflect current governmental requirements and these materials are not to be considered, or used, for training or regulatory compliance in any form whatsoever. It is the responsibility of the user of this material to comply with all federal regulations. Please refer to the appropriate governmental publications for conformance with the hazardous materials regulations. Northern Air Cargo shall not be held responsible for any omissions, errors, or loss arising from the use of this material regardless of its application or use.

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Marking and Labeling

Before you can offer a dangerous good for shipping, it must be packaged correctly. Please refer to the appropriate national and/or international governmental regulation to ensure you select the correct packaging for your shipment.

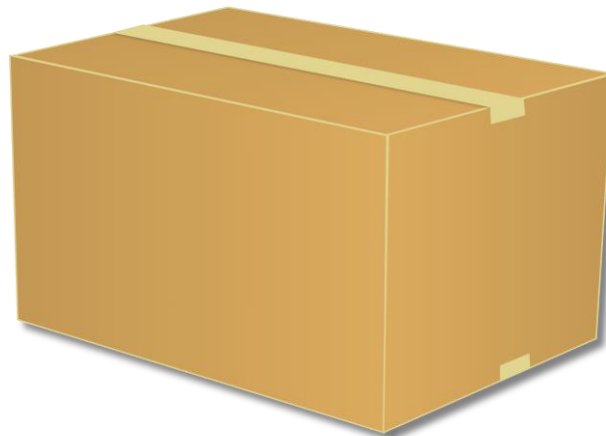
To begin with, ALL packages must be rigid, strong and robust to handle incidents under normal shipping conditions and will not leak or lose its contents.

You will find most dangerous goods must be packaged in what are called “UN specification packagings.” These are designed and built to a required regulatory standard that will ensure that these materials will stay contained during transport.



Typical UN Specification Package with UN marking

At times, a UN specification package may not be required. In this case, the packaging must only be rigid, strong, and robust to protect its contents. It must be able to handle a 1.2m (4 ft.) drop test and not lose its contents. This is known as a “strong outer package” per the regulations.



Typical strong out package without UN marking

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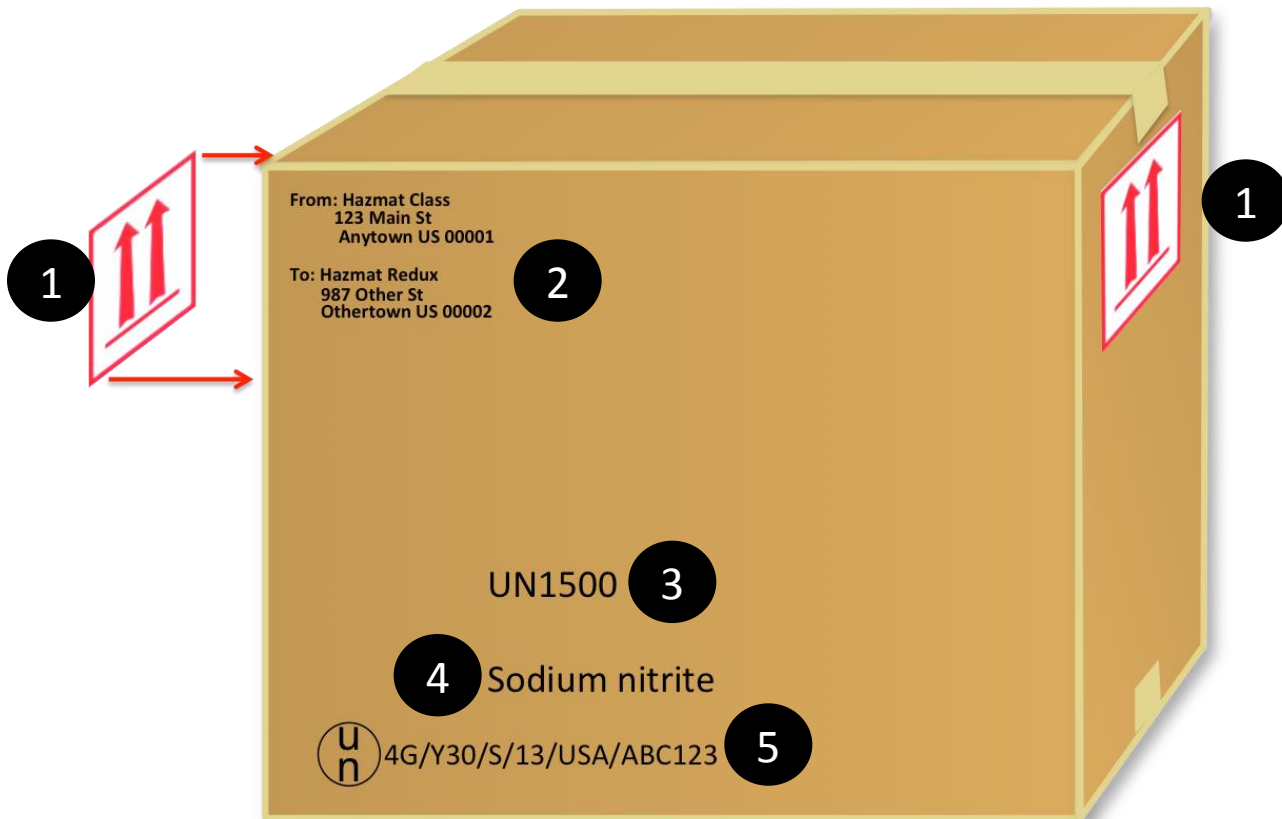
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Once you have chosen the right package, it must now be marked and labeled with the contents. Again, this information is found in the appropriate regulation used for your shipment.

We'll start with markings. These will include, but are not limited to:

- 1 Orientation Arrows** – Must be on opposite sides the package when it contains liquids
- 2 Address** – Must be a complete name and deliverable address. If you can receive mail there, then it is a good address.
- 3 Identification Number** – Must be on the same side of the package with the other markings
- 4 Proper Shipping Name** – Must be on the same side of the package with the other markings
- 5 UN Specification Package Markings** – Must not be obscured by other markings or labels.



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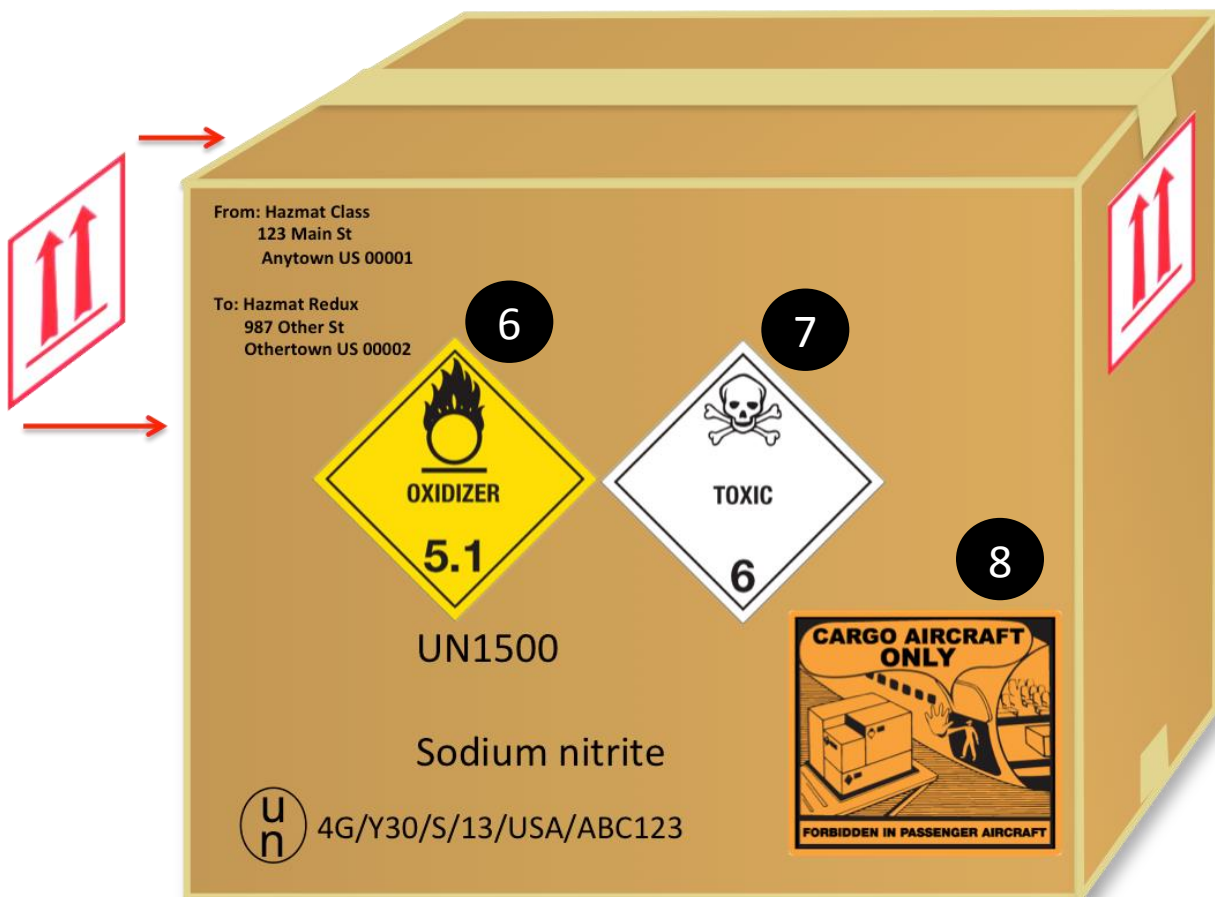
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Next, we'll discuss labeling. These will include, but are not limited to:

6 **Hazard Class Label** – Must be on the same side of the package as the other markings and labels. Orientation of labels must be as shown.

8 **Cargo Aircraft Only Label** – Must be on the same side of the package as the other markings and labels. Orientation of labels must be as shown.

7 **Subsidiary Risk Label** – Must be on the same side of the package as the other markings and labels. Orientation of labels must be as shown.



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