Dangerous Goods Handling

“How From the Perspective of Shipper and Freight Forwarder”

4th August 2016

The statements and presentations are for the purposes of information sharing to raise awareness and do not represent that there is no other applicable policy or other relevant factors that will be considered as much depends on the actual circumstances of the particular case.
Global Safety & Security Developments

Brussel Airport Attack on 22\textsuperscript{nd} March 2016

Nice Truck Attack, 14\textsuperscript{th} July 2016
Shanmugam: Terror threat real, S'pore must stay alert

Terror cell here, recent attacks in Jakarta and Paris show threat is serious and here to stay.
Home Affairs and Law Minister K. Shanmugam said yesterday that the discovery of a terror cell here is a strong signal that Singapore cannot let its guard down.

People's perceptions

The Sunday Times conducted a poll of 500 respondents across all ages and demographics on Singapore's readiness against the terror threat. People were surveyed at transport hubs, shopping malls and in the heartlands.

Do you think Singapore will ever face a terror attack?

- Yes: 75.2%
- No: 24.8%

Do you think Singapore is prepared for an attack?

- Yes: 54.2%
- Not sure: 34.6%
- No: 11.2%

Are you willing to undergo more thorough and increased security checks in and around Singapore?

- Yes: 66.2%
- Maybe: 15%
- No: 18.8%

Top three perceived terrorist targets here

- Changi Airport
- Central Business District
- Orchard Road

Singapore to beef up nuclear security, PM Lee says

Tighter checks on radioactive materials passing through its ports and a new facility that can conduct radiation-nuclear detection and analysis are some of the steps Singapore has taken, says Prime Minister Lee Hsien Loong.
Singapore to step up its strategy to counter terrorism as threat of attack rises: Minister Shanmugam

Source: The Straits Times and PAP, Published: 18 Mar 2016, 24 Mar 2016
Changi Airport trials new luggage, body scanners

A demonstration of a new hand luggage screening system being trialled at Changi

How security at Changi Airport has been stepped

Police officers checking the passports of travellers in the transit area at Changi Airport on 24 March 2014, as part of the airport’s measures to ensure the highest level of security is enforced.

Source: The New Paper, Published: Mar 27, 2014
Forwarders participating in security programs improving transparency in the supply chain

- Secure Trade Partnership (STP) &
- Regulated Air Cargo Agent Regime
- State Regulation of Consignors
- TAPA Air Cargo Security Standards
- U.S. Customs-Trade Partnership Against Terrorism (C-TPAT)
I paid a fee to my service provider for handling my Dangerous Goods shipments. It is their responsibility to make sure that shipment arrives at my destination within the stipulated timeframe, be it documentation, labelling and marking requirements.

My warehouse responsibility is to ensure that goods are properly packed, acceptable for transportation carriage. I may have the packaging knowledge but product knowledge needs support from other teams and constant updates.

There are so many SKUs (stock keeping units) that I need to manage for my warehouse. How can I keep track of every single product item and its required packing, documentation requirements?
Voices of Freight Forwarders

Changes among the shipper’s personnel. Poor handover transition and knowledge not passed on. Re-education process to jump start again. New shippers may not know the implications if given wrong set of documentations.

We receive the shipments in original condition from warehouse and documents to provide information on the supposed contents of the shipments. Whether the contents shipped are indeed same as declared on documents, it is transparent to us.

Shippers always ask for action plans on improving OTD performance. Many times, the delays are mainly due to uncontrollable factors such as customs inspection.

We have to bear some business risks when handling dangerous goods shipments. Risks include taking on declaration for goods acceptance at ground terminals. Forms declaration based on good faith on customers.
Relationships between Shippers and Freight Forwarders
3.0.5 : Shipper’s Responsibility

The shipper is responsible for identifying and classifying all dangerous goods intended for transport by air in compliance with these Regulations. Specifically, before packing any dangerous goods for transport by air, the shipper must:

a) Identify, correctly and fully, all articles and substances that meet the criteria as dangerous goods 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 three packing groups within the assigned class or division.

Source: IATA Dangerous Goods Regulations, 57th Edition, Section 3 - Classification
Important Notes to Shippers

5.0.1.1 : Shipper’s Responsibility - Packing
The shipper is responsible for all aspects of the packing of dangerous goods in compliance with these Regulations.

7.0.1 : Shipper’s Responsibility – Marking and Labelling
The shipper is responsible for all necessary marking and labelling of each package of dangerous goods, and each over pack containing dangerous goods, in compliance with these Regulations. Each package must be of such a size that there is adequate space to affix all required markings and labels.

8.0.2 : Shipper’s Responsibility - Documentation
8.0.2.1 – Provision of Information
The shipper is responsible for providing information applicable to a consignment of dangerous goods to the operator as set out in this Section.

This 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, for each and every shipment containing dangerous goods so defined or classified in these Regulations unless it is stated that a shippers Declaration 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 shipment and
d) Ensure that the shipment has been prepared in accordance with these Regulations.

8.0.2.2 – Retention of Documentation
8.0.2.2.1 The shipper must retain a copy of the Shipper’s Declaration for Dangerous Goods and additional information and documentation as specified in these Regulations, for a minimum period of 3 months.
8.0.2.2.2 – When the documents are kept electronically or in a computer system, the shipper must be able to reproduce them in a printed form.

Source: IATA Dangerous Goods Regulations, 57th Edition, Section 5 – Packing, Section 7 – Marking and Labelling, Section 8 – Documentation
Important Notes to Shippers

7.1.1 : Shipper’s Specific Responsibilities – Packing

When preparing each package of dangerous goods, the shipper must:

a) Comply with the set of packing requirements appropriate to the type of packaging to be used;
b) Use only the packaging permitted by the applicable packing instruction specified in Columns G, I and K of the list of Dangerous Goods;
c) For all packaging, restrict the overall quantity per package to the limits specified in Columns H, J or L of the List of Dangerous Goods (as applicable) or to the design limit for the package whichever is more restrictive. In addition, for combination packaging, the quantity limit per inner packaging must not exceed the limits specified in the applicable packing instructions.
d) Assemble and secure all components of the packaging exactly in the manner intended;
e) Ensure that external surfaces of assembled package are clean of contamination arising from the filing process itself or from contamination from the environment surrounding the filing/assembly area and
f) Ensure that his responsibilities for packing are completely fulfilled when the package is presented to the operator for shipment.

7.1.1 : Shipper’s Specific Responsibilities – Marking

For each such package and over pack requiring marking, the shipper must:

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

7.2.1 : Shipper’s Specific Responsibilities – Labelling

For each such package and over pack requiring labelling, the shipper must:

a) Remove or obliterate any irrelevant labelling already on the package or over pack;
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 and in a secure manner;
e) Ensure that the responsibilities for labelling are completely fulfilled when the package overpack is presented to the operator for shipment.

Important Notes to Freight Forwarders - Handling

9.1. : Acceptance

9.1.2 : Cargo Acceptance Procedures

9.1.1.1 – Operators’ acceptance staff must be adequately trained to assist them to identify and detect dangerous goods present as general cargo. Information about:

a) General descriptions that are often used for items in cargo which may contain dangerous goods; and
b) Other indication that dangerous goods may be present (e.g. labels, markings) must be provided to cargo acceptance staff and must be readily available to such staff.

9.1.2 : Acceptance of Dangerous Goods by Operators

9.1.2.1 – An operator must not accept a package or over pack containing dangerous goods or a unit load device or other type of pallet containing dangerous goods as described in 9.1.4 nor a freight container containing radioactive material for transport aboard an aircraft unless:

a) It is accompanied by two copies of the “Shipper’s Declaration for Dangerous Goods”; or
b) The information applicable to the consignment is provided in electronic form; or

c) It is accompanied, where permitted, by alternative documentation.

Training Requirements By Shippers and Freight Forwarders

Shippers
- General Philosophy
- Limitations
- General requirements for shippers
- Classifications
- List of Dangerous Goods
- General Packing Requirements
- Packing Instructions
- Labelling and Marking
- Shippers’ Declaration and other relevant documentation
- Recognition of Undeclared Dangerous Goods

Freight Forwarders
- General Philosophy
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Important Points:
- Finding a good freight forwarder, well trained in DG, is important
- Packing, Labelling and Marking falls under Product Owners - Shippers

Source: IATA Dangerous Goods Regulations, 57th Edition, Minimum Requirements for Training Circular (1.5.2)
Important Sharing to Shippers

- Credible Reputation

- Corporate Governance

- Compliance

2010 VW Golf TDI with defeat device displaying "Clean Diesel" at a US auto show.
Dangerous Goods Regulations Awareness Course (1 Day)
03 Nov 2016
05 Dec 2016

Dangerous Goods Regulations Initial Course (5 Days)
14 Nov 2016 – 18 Nov 2016
12 Dec 2016 – 16 Dec 2016

Dangerous Goods Regulations Refresher Course (2 Days)
01 Sep 2016 - 02 Sep 2016
31 Oct 2016 - 01 Nov 2016
10 Nov 2016 - 11 Nov 2016
19 Dec 2016 - 20 Dec 2016

1-Day On-Site Dangerous Goods Awareness Course
By SAAA Cargo Services Pte Ltd

Good News! We are currently offering a one-day on-site Dangerous Goods Awareness Course with a minimum pax of 15 to get started. Other than on-site training, this course is also available at our training centre for individuals.

We have provided training for companies in these three sectors: Manufacturing, Aerospace and Technology.

As of 2015, we have taught over 600 students for Dangerous Goods Courses.

A certificate of attendance will be issued for this Dangerous Goods Awareness Course.
For more information, please contact Ms Peggy Lim at 65455006 or email to admin@saaa.org.sg.
SAAA Cargo Services Pte Ltd, conducted a 1-day Dangerous Goods Awareness course at Canon Singapore’s office premises at 1 Fusionopolis place on 3rd June 2016. A total of 40 Canon staff attended the training course and were awarded with certificate of attendance upon completion.

Kudos to Canon’s team for taking Dangerous Goods Handling seriously and having a culture in emphasizing on the importance of strict compliance towards dangerous goods!
All about SAAA@Singapore

For more information, can visit our website at www.saaa.org.sg
Knowing is not enough; we must apply. Willing is not enough; we must do.

You don't have to see the whole staircase, just take the first step.