

Dangerous Goods Shipments – Tips & Advice

-*Follow the guidelines provided* -accurately, then problems will be fewer

-*Plan ahead*, i.e. avoid day to day/spontaneous shipments; a minimum warning of 5 working days or so must be issued to allow for planning, packing and paperwork (people will not just stop whatever they are doing to help you because you didn't plan ahead).

START PREPARING AS SOON AS YOU KNOW YOU NEED TO SHIP

-*Start by finding the MSDS* (material safety data sheet) if it is available (it holds much information that you will need, especially whether or not the materials are restricted or not)

- *If you are going to send commercially available chemicals*, then consider to make the recipients just buy them themselves (shipment costs are extensive for certain countries, and could be better used for buying the materials)

- *If you are going to send solutions of chemicals that themselves are not restricted* (IATA-restricted), then consider to ask the recipients to add the toxic/flammable/dangerous solvents themselves if possible (then you can just send the non-restricted chemicals without using this procedure).

-*Consider quantities to be shipped* (there are certain limits that make shipping easier or harder, e.g. send 29 g instead of 35 g if (hypothetical) limit is 30 g)

-*Do not pack/make solutions of the materials until instructed* (you will be asked to unpack and redo it all)

-*Take pictures/make detailed documentation* of every shipment (this will help you, and others, when you need to ship the same types of materials later on) and forward to jc@chem.au.dk

-*Save used packing material* from chemicals deliveries -the cardboard boxes from Sigma-Aldrich are most useful, also the grey flame inhibitory cloths often provided are very useful

-Make sure that you provide *as much information as possible*, and as requested here (it will save time and make it easier).

-YOU are responsible for providing correct info and for the shipment as a whole; *it is strictly illegal to ship any quantities of dangerous goods without declaring and treating it as such.*

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