



# TECHNICAL GUIDANCE MATERIAL

## for

### Cargo Handling Organization/Cargo Operator/Shippers and Freight forwarders

**SUBJECT: TECHNICAL GUIDANCE MATERIAL FOR CARGO HANDLING ORGANIZATION/CARGO OPERATOR/SHIPPERS AND FREIGHT FORWARDERS**

**EFFECTIVE DATE: 20 MARCH 2023**

#### **APPLICABILITY**

This technical guidance material is applicable to all cargo handling organizations, cargo operators, shippers, couriers and freight forwarders involved in handling or facilitating cargo or mail for transportation by air. This requirement is in accordance with Part 92 of SACAA CAR's 2011, the SACATS Part 92 and the ICAO Technical Instructions for the Safe Transport of DG by Air.

#### **1. PURPOSE**

- 1.1 The purpose of this user guide is to provide guidance in developing the manual of procedures for dangerous goods to cargo handling organizations and to cargo operators about the transportation, handling, loading, securing and storage of Dangerous Goods. This guide further seeks to ensure the following:
- 1.2 A person or entity which offers cargo to be conveyed by air in the cargo supply chain shall:
  - a. take reasonable measures to establish if the cargo contains undeclared dangerous goods as prescribed in Document SACATS 92; and
  - b. sign a written statement or electronic confirmation that:
    - i. states that the cargo does not contain dangerous goods; or
    - ii. describes the content of the cargo; and
    - iii. submit a manifest of consolidated cargo for attachment to the airway bill for cargo.
- 1.3 A person or entity accepting cargo to be conveyed by air at any point within the cargo supply chain shall, prior to acceptance of such cargo—
  - a. require a signed written statement or electronic confirmation with a full description of cargo; and
  - b. require a packing list for consolidated cargo, where applicable.

Note: Nothing in this guidance material prohibits the user from adding any information in their manuals which they may deem pertinent for safe handling of Dangerous Goods.

#### **2. REQUIREMENTS**

- 2.1 The ICAO amendment 11 of 2013 required that each Contracting State must establish inspection, surveillance and enforcement procedures for all entities performing any function prescribed in its regulations for air transport

of DG with a view to achieving compliance with its DG regulations. The requirements are applicable to Cargo entities, cargo operators and the entire supply chain are as follows:

- 2.1.1 An entity dealing with or handling cargo to be conveyed by air shall comply with the following requirements-
  - 2.1.1.1 appoint a designated person responsible for dangerous goods as required in terms of the Part 92.01.43;
  - 2.1.1.2 categorise personnel, based on the duties they fulfil with respect to processing cargo and dangerous goods as follows:
    - a. warehouse personnel.
    - b. employees of freight forwarders and couriers including drivers involved in:
      - i. collection and transportation of cargo.
      - ii. processing dangerous goods.
      - iii. processing cargo, mail, or stores other than dangerous goods.
      - iv. handling, storage and loading of cargo, mail, or stores.
    - c. employees of shippers, packers and persons undertaking the responsibilities of shippers and packers.
    - d. personnel of general sales agents, cargo sales agents and cargo reservations staff.
    - e. postal service personnel.
  - 2.1.1.3 develop a training programme.
  - 2.1.1.4 provide personnel with training and such information to enable them to carry out their responsibilities regarding conveyance of dangerous goods by air.
  - 2.1.1.5 develop a dangerous goods procedures manual containing information as prescribed in Document SA-CATS 92.
  - 2.1.1.6 ensure that a dangerous goods procedures manual is approved by the Director and made accessible to personnel.

### 3. REFERENCE:

- i. Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)
- ii. Guidance for Safe Operations Involving Aeroplane Cargo Compartments (Doc 10102)
- iii. Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment (Doc 10147)
- iv. ICAO Annex 18
- v. ICAO Annex 19
- vi. ICAO DOC 9284 Technical Instructions
- vii. South African Civil Aviation Regulations, 2011 as amended (SACAR)
- viii. South African Civil Aviation Technical Standards (SACATS)

### 4. TERMS AND ABBREVIATIONS:

TERM	DEFINITION
<b>Cargo Aircraft Only</b>	dangerous goods that are considered to be too dangerous for carriage on passenger aircraft
<b>Consignment</b>	One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.
<b>Dangerous Goods</b>	Articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of dangerous goods in the ICAO Technical Instructions, or which are classified according to these Technical Instructions.
<b>Dangerous Goods</b>	Dangerous Goods are Articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of DG in the ICAO Technical Instructions, or which are classified according to those Instructions.
<b>Exception</b>	A provision in ICAO Annex 18 which excludes a specific item of dangerous

<b>Exemption</b>	goods from the requirements normally applicable to that item. An authorization, other than an approval, granted by an appropriate national authority providing relief from the provisions of the Technical Instructions for the safe Transport of Dangerous Goods by air (ICAO Doc. 9284).
<b>Forbidden Dangerous Goods</b>	dangerous goods that are considered too dangerous to be carried on any aircraft under any circumstances
<b>Forbidden Unless Exempted</b>	dangerous goods that are forbidden under normal circumstances but may be carried with specific approvals.
<b>Handling agent</b>	An agent who performs on behalf of the operator some or all of the functions of the latter including receiving, accepting, loading, unloading, transferring or other processing of passengers or cargo.
<b>Hidden Dangerous Goods</b>	are defined as cargo declared under a general description which may contain hazardous articles that are not apparent.
<b>ICAO competency Framework</b>	A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours
<b>Knowledge</b>	Knowledge is specific information required to enable a learner to develop and apply the skills and attitudes to recall facts, identify concepts, apply rules or principles, solve problems, and think creatively in the context of work.
<b>Observable behaviour</b>	A single role-related behaviour that can be observed and may or may not be measurable.
<b>Operator</b>	a person, organization or enterprise engaged in, or offering to engage in a road and an aircraft operation
<b>Passenger &amp; Cargo Aircraft</b>	dangerous goods to be carried on both passenger and Permissible cargo aircraft provided all the requirements of the Dangerous Goods Regulations are met and can be safely transported by air
<b>Performance criteria</b>	Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behavior, condition(s) and a competency standard
<b>Shipper</b>	the individual or company offering the consignment for shipment. They must fully comply with the DG Regulations when offering a consignment of dangerous goods
<b>Skill</b>	Skill is an ability to perform an activity or action. It is often divided into three types: motor, cognitive and metacognitive skills.

ABBREVIATION	DESCRIPTION
ATO	Aviation Training Organisations
CBTA	Competency-Based Training and Assessment
DG	Dangerous Goods
DGR	IATA Dangerous Goods Regulations
E: AVSEC	Executive: Aviation Security
FOM	Flight Operations Manual
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
M: DG	Manager: Dangerous Goods
MOP	Manual of procedures
OJT	On the Job Training
OM	Operations Manual
POI	Principal Operations Inspector
SACAA	South African Civil Aviation Authority

SACARs	Civil Aviation Regulations
SACATs	Civil Aviation Technical Standards
SM	Senior Manager
SM: DC	Senior Manager: Dangerous Goods and Cargo Security
SMS	Safety Management System
SSP	State Safety Programme
TI	ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air

## 5. GENERAL

### 5.1 Programme Objectives

- 5.1.1 The main objective of this manual is to ensure that dangerous goods conveyed on a commercial aircraft are accepted, labeled, handled, stored, transported and conveyed on aircraft through the application of safety measures laid down in Part 92 of the South African Civil Aviation Regulations, as well as its associated Technical Standards (SACATS-92).
- 5.1.2 This programme is designed to meet the requirements of Aviation Safety related standards contained in ICAO Annex 18 and is in line with Part 92 of the CARs', the SACATS-92.
- 5.1.3 This programme has been prepared by the official responsible for the implementation and maintenance of safety, in consultation with all applicable operational role players, submitted to and signed and dated by Company Management. This programme will be reviewed and updated as and when necessary.

### 5.2 Scope

- 5.2.1 The provisions of this Dangerous Goods apply to:
- All personnel employed by Company Name (Pty) Ltd allocated with acceptance, processing and transportation of dangerous goods by road and air in all branches of Company name (Pty) Ltd.
  - All contracted or third-party service providers contracted to Company name (Pty)Ltd and handling dangerous goods or related documentation; and
  - Any person seeking access to the dangerous goods designated areas of company name (Pty) Ltd cargo facilities.

### 5.3 Commitment Statement

- 5.3.1 I declare that, To the best of my knowledge, the information contained in company name (Pty) Ltd Dangerous Goods manual for Air Transport is true and accurate, the practices and procedures set out in this Manual will be implemented and maintained at all sites of Company name (Pty)Ltd
- 5.3.2 This Procedures Manual will be adjusted and adapted to comply with all future relevant changes to Part 92 of the South African Civil Aviation regulations, unless Company name (Pty)Ltd informs the SACAA that it no longer wishes to convey dangerous goods by air.
- 5.3.3 Company name (Pty) Ltd will inform the SACAA in writing of:
- minor changes / deviation to its Dangerous Goods Manual promptly and at least within 10 working days; and

- b. major planned changes, such as new acceptance, labeling, handling, storage and segregation procedures and or major building works which might affect compliance with relevant Civil Aviation legislation or change of site/address, at least 15 working days prior to the commencement/the planned change,
- 5.3.4 In order to ensure compliance with relevant Civil Aviation legislation, company name (Pty) Ltd will cooperate fully with all inspections, as required, and provide access to all documents, as requested by authorized officers,
- 5.3.5 Company name (Pty)Ltd will inform the SACAA of any serious security breaches and of any suspicious circumstances which may be relevant to aviation security in particular any attempt to conceal prohibited articles in consignments,
- 5.3.6 Company name (Pty)Ltd will ensure that all relevant staff receive appropriate training and are aware of their security responsibilities under the company's Dangerous Goods manual, and
- 5.3.7 Company name (Pty)Ltd will inform the SACAA if it ceases trading; it no longer deals with conveyance of dangerous goods; or it can no longer meet the requirements of the relevant Civil Aviation legislation.

I shall accept full responsibility for this declaration.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name surname, Managing Director

#### 5.4 Amendments To Manual

- 5.4.1 All amendments to an approved Cargo Dangerous Goods manual shall be submitted to the SACAA for approval before being affected. The organisation will always operate in accordance with an approved Manual.
- 5.4.2 The Dangerous Goods cargo manual may not be altered or amended without the written approval of the SACAA and of the person or position that undersigned the compliance undertaking as contained in the manual.
- 5.4.3 Where a revision of this programme is affected, the following steps will be followed:
- A cover letter, indicating the amended pages and the number of amended pages.
  - New pages will be issued for insertion into the programme identified by a revision number and date.
  - Amendments will contain new information or revised meaning of text.
  - The old pages must be destroyed in a secure manner not accessible to unauthorised persons and the Record of Amendment completed accordingly.
  - Each recipient shall acknowledge receipt of updates and confirm implementation to the DG designated person within 48 hours after receipt.
- 5.4.4 Each holder of a copy of the Dangerous Goods manual is responsible to verify that all pages listed on the covering letter have been received.
- 5.4.5 The control, amendment and distribution of the Dangerous Goods manual or any subsequent amendments will be done by the DG designated person.
- 5.4.6 The DG designated person shall be responsible for the distribution of copies of the Dangerous Goods manual, amendments thereof or any subsequent Emergency Amendments.

- 5.4.7 The DG designated person is responsible for making such amendments as well as making them available to relevant staff once approved by the SACAA.
- 5.4.8 The DG designated person shall maintain a register to account for all copies or parts of the Dangerous Goods manual distributed/issued and shall ensure the retrieval of any absolute manuals not returned by assigned persons.

## 5.5 Organisational Structure

### 5.5.1 Company profile

Company name (Pty)Ltd (Head Quarters)  
 100 James Avenue  
 Bellville  
 Johannesburg  
 1600

### 5.5.2 Nature of business: (specify)

- a. Courier
- b. Handling Organisation
- c. Freight Forwarder
- d. Consolidator
- e. Cargo Operators

### 5.5.3 Cargo is received from the following sources:

- a. Corporate Companies – Mainly Account Holders
- b. Manufacturers
- c. Freight forwarders
- d. Courier organizations
- e. Consolidators
- f. Air carriers
- g. Individual customers

### 5.5.4 Physical characteristics of premises used for receipt, dispatch, processing and storage of dangerous goods

Type(s) of Warehouse:

leased and not shared with other companies.

Address (es) of dangerous goods processing / storage area(s):

Location	Site Location	Address
Administration	Head Office	
Location Site 2	Bloemfontein	
Location Site 3	Cape Town	
Location Site 4	Durban	

Location Site 5	East London	

## 5.6 Organisational Structure

The organogram, depicting both the organizational structure as well as the security structure, depicting the relationship between the aviation security structure and safety structures within the organization. The hierarchy and reporting lines of all structures that pertain to aviation safety are attached as per Appendix A

## 5.7 Designated official

5.7.1 The person **whose** name appears below has been appointed by the organization as the Management Representative responsible for the implementation, monitoring and supervision of the aviation safety controls prescribed by Part 92 of the South African Civil Aviation Regulations.

5.7.2 **Communication between the SACAA and Company name (Pty) Ltd should be directed to this official. This official is senior enough in the organization, as can be seen in Appendix A, to affect any directives which might be necessary in the interest of aviation security for dangerous goods. He/she has the necessary experience and qualifications for this responsibility.**

Name:

Title: Designated Dangerous Goods Official

Cell:

Landline:

E-mail:

## 5.8 Duties of the Designated Dangerous Goods Official

5.8.1 Duties should cover the roles outlined in the designation regulation as follows:

5.8.2 Each operator, ramp handling organisation, ground handling organisation, cargo handling and aerodrome manager shall designate a dangerous goods person who shall be responsible for the following matters involving dangerous goods—

- a. Compliance with the regulations.
- b. Quality control.
- c. Reporting of accidents and incidents.
- d. Maintenance of dangerous goods incidents and accidents records.

5.8.3 Additional responsibilities may include the following:

- a. The development, amendment and implementation of the overall dangerous goods operators manual for the operator or dangerous goods procedures manual for the Shipper, airport, Freight Forwarder, packer or Cargo Operator. Choose applicable
- b. The development and promulgation of companywide Dangerous Goods safety standards and practices to ensure compliance with Part 92 regulation.
- c. Establishing and maintaining effective liaison with the SACAA, airport authorities as well as other government and law enforcement agencies.
- d. Ensuring that effective risk assessment and analysis are conducted regularly and that there is sufficient response capability in case of incidents and accidents.

- e. Ensuring understanding of legislation and regulations relating to Dangerous Goods throughout the organisation.
- f. Providing specialized advice to line management in all aviation safety functions regarding dangerous goods.
- g. Ensuring all staff dealing with dangerous goods and related documentation are trained and proper control of training records are established and maintained.
- h. Ensuring appointment of suitably qualified persons as dangerous goods officials in the respective branches of (Company name) (Pty) Ltd in a case where multiple branches exist.

**Note:** The incumbent must accept the duties and responsibilities mentioned above by signing the appointment document named “**APPOINTMENT LETTER: PERSON RESPONSIBLE FOR DANGEROUS GOODS**”, as attached as **Appendix A**

## 5.9 Qualifications requirement

5.9.1 The organisation must ensure that the appointed individual has the necessary experience and meets the minimum requirements for a designated dangerous goods person in terms of the regulations. The regulations stipulates that the minimum shall be the following—

- a. the successful completion of a Group A based dangerous goods advanced training based on the competency-based training framework from an approved ATO; and
- b. Risk management or safety management qualification.

**Note:** The curriculum vitae and the above qualifications must accompany the appointment letter and only the qualification certificates must be part of the manual as appendix B

## 5.10 Recommendation

5.10.1 In addition to the Designated Dangerous Goods Official, it is recommended for organisations with multiple offices to have dangerous goods responsible individuals at branch or station level. The local Dangerous Goods official must be qualified in Dangerous goods Group A.

5.10.2 The main duties of the Local Dangerous goods official are to support and implement the duties of Designated dangerous goods official at the station level. In addition, the Local Dangerous Goods official shall have the following responsibilities:

- a. Shippers Responsibilities
  - i. Comply fully with the ICAO Technical Instructions for the safe transport of dangerous goods and any applicable regulations set forth by the States of origin, transit, and destination.
  - ii. Must ensure that all persons involved are aware that offering articles or substances in violation of the regulations, is a breach of national law and may be subject to legal penalties.
  - iii. Must provide information to the employees as will enable them to carry out their responsibilities with regard to the transportation of dangerous goods by air
  - iv. Must ensure that the articles or substances are not prohibited for transport by air.
  - v. Must ensure that the articles or substances are properly identified, classified, marked, labelled, documented and are in the condition for transport in accordance with the regulations
  - vi. Must ensure that all relevant persons involved in preparation for a dangerous goods consignment offered for air transport have received training to enable them to carry out their responsibilities, as detailed in Subsection 1.5 of the IATA Dangerous Goods Regulations.
  - vii. Must ensure that dangerous goods are packed in compliance with all applicable air transport requirements in line with packing instructions.

### 5.10.3 Operator’s Responsibilities



- a. Acceptance
- b. Loading
- c. Inspection
- d. Provision of information, including emergency response information
- e. Reporting
- f. Retention of Records
- g. Training

#### **5.11 Visitors**

- 5.11.1 The identity of visitors shall be recorded and where visitors are required to enter areas where Dangerous Goods are handled, stored, packed or processed, such visitor will remain under escort by an authorised representative.
- 5.11.2 Visitors requiring access to Dangerous Goods areas shall be subject to search as to prevent the introduction of explosives, incendiary devices or any other prohibited or harmful articles which may be used to commit acts of unlawful interference.
- 5.11.3 Parcels, bags or containers brought into security controlled areas by visitors shall either be prevented from taking such parcels, bags, containers into security controlled areas or such items shall be accounted for on exit.

#### **5.12 Unauthorised Access**

- 5.12.1 Where an unauthorised person is found having access to Dangerous Goods areas, those goods will be inspected for any pilferage, leakage and or damage before being delivered by road to the airport or delivered from the warehouse to the aircraft.
- 5.12.2 In any such event of unauthorised access to Dangerous Goods areas, appropriate steps shall be taken without delay to prevent further breaches to the security system.
- 5.12.3 Where an unauthorised person is detected in the Dangerous Goods areas controlled area the following actions shall be taken:
  - a. The person should be challenged. If it is regarded as not safe, the assistance of the security department and or police must be sought.
  - b. The identity of the person should be established.
  - c. The area where Dangerous Goods are kept that is intended for carriage by air shall be regarded as contaminated/unsecured.
  - d. The area, including Dangerous Goods stored in the area shall be subjected to security controls (which may include a thorough search/inspection) as to confirm that Dangerous Goods especially intended for carriage by air is secure.
  - e. The SACAA shall be notified of the incident within 48 hours.

#### **5.13 Premises, Staff and Access Control and Control Of Permits**

- 5.13.1 Adequate physical barriers, such as fences, security gates and doors shall be installed as to Physical barriers shall be of such nature that unauthorised access will be detected and prevented.
- 5.13.2 This will include the following:
- a. All shipping and receiving doors shall be closed and locked or guarded when not in use
  - b. All shipping and receiving doors shall be equipped with intrusion detection devices Where intrusion detection devices are not installed other means of protection against intrusion shall be used
  - c. Access to Dangerous Goods areas shall be restricted to authorized persons with an operational need
  - d. Access control shall be exercised at specific access control points, there being no other means of access into the premises other than through that point or points.
  - e. Each access control point shall be staffed, effectively monitored or secured.
  - f. The outer perimeter shall be clearly defined through physical barriers.
  - g. The inner perimeter shall be clearly defined through physical barriers.
  - h. Staff authorized to have unescorted access to controlled areas shall be issued with passes/permits.
  - i. Visitors shall at all times be escorted if required to enter controlled areas within the cargo facility.
  - j. A permit control process shall be implemented to approve and control the issuance, use and recovery of passes/permits.

#### 5.14 Operational Procedures

Company name (Pty) Ltd will apply systems and methods to ensure that dangerous goods in their care are properly identified, classified, packed, accepted, labeled, handled, documented, stored and conveyed on an aircraft engaged in commercial air transport operations in a safe manner.

#### 5.15 Classification

5.15.1 Dangerous Goods are defined as those goods which meet the criteria of one or more of 9 UN Hazard Classes and where applicable, to one of 3 UN Packing Groups. The 9 Classes relate to the type of hazard. Some Dangerous Goods classes are further subdivided into divisions. Some articles or substances may have more than one hazard to indicate the various hazardous characteristics.

5.15.2 Dangerous Goods are assigned to the relevant Packing Group according to the degree of Danger they present as follows:

- a. Packing Group I - High Danger
- b. Packing Group II - Medium Danger
- c. Packing Group III - Low Danger

**Note:** It is the Shipper's responsibility to identify and classify all Dangerous Goods intended for transport by road and air in compliance with regulations as per the attached table.

### CLASSIFICATION TABLE

**Caution:** for complete details refer to the current dangerous goods regulations or company operations manual.

Class / Div	IMP Code(s)	Description
1.4 B, C, D, E, G, S	RXB, RXC, RXD, RXE, RXG, RXS	Explosives
	REX	Explosives, normally forbidden (1.1, 1.2, 1.3 (not C and G), 1.4F, 1.5 & 1.6)
1.3C	RCX	Explosives
1.3G	RGX	Explosives
2.1	RFG	Flammable gas
2.2	RNG (and RCL if applicable)	Non-flammable, non-toxic gas (and cryogenic liquid)
2.3	RPG	Toxic gas
3	RFL	Flammable liquid
4.1	RFS	Flammable solid
4.2	RSC	Spontaneously combustible
4.3	RFW	Dangerous when wet
5.1	ROX	Oxidizer
5.2	ROP	Organic peroxides
6.1	RPB	Toxic substances
6.2	RIS	Infectious substances
7	RRW RRY	Radioactive material I-White Radioactive material II-Yellow and III-Yellow
8	RCM	Corrosive material
9	RMD ICE MAG RSB RLI (ELI) RLM (ELM)	Miscellaneous dangerous goods Dry ice Magnetized material Expandable Polymeric Beads / Plastics Moulding Compounds Lithium ion batteries: Class 9 (Section II - excepted) Lithium metal batteries: Class 9 (Section II - excepted)
Misc.	RDS REQ RRE AVI PER, FIL, HEG	Biological substance, Category B Dangerous goods in excepted quantities Radioactive material, excepted package Live animals Perishable cargo (includes PES, PEM, EAT, etc.), undeveloped film, hatching eggs

## 5.16 Acceptance

5.16.1 A dangerous goods consignment will only be accepted by Company name (Pty)Ltd under the following conditions:

- a. Only Company name (Pty) Ltd trained Staff and or third-party staff that is trained on Dangerous Goods Group A shall do acceptance duties.
- b. Collections from clients must be done by drivers trained on Dangerous Goods.
- c. The goods are properly packaged with no evidence of leaking, tampering.
- d. Proper documentation is available. That is, the airwaybill and a Shippers Declaration with the full name and address of Shipper and Consignee which will assists in terms of handling, loading and transporting of the dangerous goods as well as what exactly will be required in terms of emergency so as to aid response to any aircraft incident or accident.

5.16.2 If the goods have been identified with the following:

- a. UN Number (United Nations Number)
- b. Class Division or Number
- c. Packing Group

- 5.16.3 The following is also critical:
- a. Number and Type of Packages

## 5.17 Packing

- a. It is the responsibility of the Shipper to ensure that the Dangerous Goods where applicable are packed correctly as follows: **Single Packaging** - Packaging which do not require any inner packaging in order to perform their containment function during transportation
- b. **Inner Packaging** - Packaging for which an outer packaging is required for transport
- c. **Outer Packaging** - The outer protection of a composite or combination packaging together with components necessary to contain and protect inner receptacles or inner packaging
- d. **Combination Packaging** - A combination of packaging for transport purposes, consisting of one or more inner packaging secured in an outer packaging
- e. **All Packed in One** - Different classes of COMPATIBLE Dangerous Goods which are packed into one outer packaging
- f. **Over pack**- An enclosure used by a single shipper to contain one or more packages of compatible Dangerous Goods and to form one handling unit for convenience of handling and storage

## 5.18 Labelling/Identification/Marking

- 5.18.1 The Shipper is responsible for all necessary markings and labelling of Dangerous Goods in compliance with the Regulations.
- 5.18.2 Proper Shipping Name – Dangerous Goods are assigned to UN Numbers and proper shipping names according to their hazard classification and their composition.
- 5.18.3 All labels must meet the quality and specification requirements of the Regulations and must be affixed in the correct location and in a secure manner. All markings must be visible, legible and so placed that they are not covered or obscured in any way.
- 5.18.4 Required Markings are:
- a. UN Number And Proper Shipping Name
  - b. Full Name and Address of Shipper and Consignee
  - c. Hazard Label – must bear the Class and division number if applicable in the bottom corner label. Unless otherwise provided in the DGR, Hazard text indication the nature of the risk may be inserted in the lower half of the hazard label in addition to the hazard class, division or compatibility group
  - d. Handling Label – give an additional information on how to handle, store or load Dangerous Goods
  - e. The net quantity (for Class 1 and Dry Ice too) of Dangerous Goods contained in each package must be shown adjacent to the UN Number and Proper Shipping Name with the letter “G”
  - f. For Infectious Substance (Blood, etc.) the Name and Telephone Number of Responsible Person
  - g. For Class 2 – DO NOT DROP – HANDLE WITH CARE

- h. UN3373: BIOLOGICAL SUBSTANCE CATEGORY B”
- i. The word “SALVAGE” to be used when transporting packages into which damaged, defective, leaking or non-conforming Dangerous Goods packages, or Dangerous Goods that have spilled or leaked and are placed for the purpose of transport for recovery or disposal
- j. Consolidated packages – multi packages from more than one person
- k. “Not Restricted” – if the package does not fall into the criteria of classification.

**Note:** Should the any of the above points be overlooked, the consignment will be rejected and returned to the Shipper immediately

## 5.19 Documentation

5.19.1 There are three documents which accompany all shipments of Dangerous Goods:

- a. **Shipper’s Declaration** for Dangerous Goods – must be completed in English and in duplicate. Cannot be altered or amended unless the alteration has been signed by the Shipper with the same signature used to sign the document. When Dry Ice is used as a refrigerant for Dangerous Goods, the details of the dry ice must be shown on the Shipper’s Declaration
- b. **Air Waybill** – Handling Information is required i.e., Air Waybill must have the following information: Dangerous Goods as per attached shipper’s declaration or Dangerous Goods as per attached DGD. Where dangerous goods are for the cargo aircraft only, the words “Cargo Aircraft Only” or CAO must be added. An airway bill containing both Dangerous and Non-Dangerous Goods should indicate the number of pieces of Dangerous Goods
- c. **NOTOC (Notification to Captain)** – This is the responsibility of the operator or the appointed agent
- d. **Additional Information** – when shipments are shipped under exemption, a copy of the exemption must accompany the consignment

5.19.2 Prohibited Articles

The following shall be considered as prohibited articles:

- a. Assembled explosive and incendiary devices that are not carried in accordance with the applicable safety rules
- b. Live Intentionally Infected Animals or suspected to contain infectious substance

## 5.20 High Consequence Dangerous Goods

5.20.1 High consequence dangerous goods accepted into the facility will be stored in an area that is covered by CCTV. Where it is not possible to store such commodities in areas covered by CCTV, measures will be implemented to maintain constant surveillance over such commodities while under the care and control of the organisation. Subject to the size and quantity of the consignment and where such consignment is required to remain overnight, the police authorities will be notified of the presence of such commodities.

- 5.20.2 Any loss or theft of high consequence dangerous goods will without delay be brought under the attention of the designated official. The incident shall be reported to the Civil Aviation Authority and followed up with a written report within 48 hours.
- 5.20.3 High Consequence Dangerous Goods are received from approved and known clients that declare the contents and ensure that goods are packaged properly. If the goods are not properly packaged, Company name (Pty)Ltd will send goods to Dangerous Goods Packaging Packers for repackaging.

## 5.21 Arms & Ammunition

- 5.21.1 Company name (Pty)Ltd does not handle Arms and Ammunition.
- 5.21.2 Any Arms and Ammunition detected during the acceptance or handling of cargo shall be stopped and the police authorities shall be notified. The incident shall be reported to the Civil Aviation Authority and followed up with a written report within 48 hours.

**Note:** Ammunition can be transported in line with the recommendations of the ICAO Technical Instructional for safe Transport of Dangerous Goods or the IATA dangerous Goods regulations manual

## 5.22 Other Articles - Lifesaving Drugs & Human Organs

- 5.22.1 All above items shall be required to be:
- a. Clearly declared on shipping documents as such;
  - b. Physically checked upon receipt for signs of tampering;
  - c. Subjected to documentary checks to establish on face value the correctness and sufficiency of information on any document; and
  - d. Protected from unauthorised interference.
- 5.22.2 The above items are also client specific and done with dedicated fleet and Standard Operating Procedure.

## 5.23 Storage

- 5.23.1 Company name (Pty)Ltd will have designated areas which have the following:
- a. Fire extinguishers
  - b. Emergency Response Spill kits to store all Dangerous Goods
  - c. Display of Compatibility Chart/Segregation table
  - d. Display of Dangerous Goods signage with classes
- 5.23.2 Dangerous Goods will not be packed close to each other and or on top of each other unless they are compatible as per the Compatibility Chart displayed on the cage.
- 5.23.3 Trained Staff and a Dangerous Goods official is to handle the storage in the branch.

## 5.24 Transportation and Loading

5.24.1 Only closed vehicles which protect the Dangerous Goods from sunlight will be used to transport Dangerous Goods to the airport.

5.24.2 Only trained Staff will collect the Dangerous Goods and transport them to Company name (Pty)Ltd warehouses.

5.24.3 Packages with Radioactive Material must be handled with care as far as possible from the person in order to maintain the principle of keeping exposure to radiation as low as possible.

## **5.25 Inspection for Damage and Leakage**

5.25.1 Company name (Pty)Ltd before accepting the package will inspect them for damage and or leakage.

5.25.2 If the package is damaged and or is leaking –the Shipper must be notified immediately to come and collect the package for proper packaging.

5.25.3 Should a package be damaged and or leaking whilst in the care of Company name (Pty)Ltd – the following needs to be done:

- a. Avoid handling the package.
- b. Inspect adjacent packages for contamination and put aside any that have been contaminated.
- c. Do not clean the area.
- d. Report to the supervisor who should in turn report to the Dangerous Goods Official.

## **5.26 Reporting of Damaged and Leaking Dangerous Goods**

5.26.1 Inform the Manager who will arrange for a chemical cleaning organisation to collect and dispose.

5.26.2 Notify the Shipper and or the Consignee

5.26.3 Notify authorities (airport authorities, Aviation authorities, the operator)

5.26.4 If the package contains infectious substances, notify Health authorities as well.

5.26.5 If personnel were in contact with the contents of the package, the following must be done:

5.26.6 Wash with water

## **5.27 Undeclared or Mis-declared Dangerous Goods**

5.27.1 In cases where dangerous Goods are not identified correctly, and on occasion where Shippers do not declare Dangerous Goods or declare them as general cargo in order to avoid extra costs, the shipper shall be liable for all damages and costs in case of an incident. Such cases shall be reported to the SACAA.

5.27.2 Should you come across an undeclared or mis-declared Dangerous Goods, inform the Manager who will in turn inform the Designated Dangerous Goods Official/ Manager who will in turn inform the Civil Aviation Authority

## **5.28 Dangerous Goods Accident and Incident Reporting**

5.28.1 Dangerous Goods incident or accident must be to:

- a) SA Civil Aviation within 48hrs on [AVSECIncidents@caa.co.za](mailto:AVSECIncidents@caa.co.za) and [Dangerousgoodsoperations@caa.co.za](mailto:Dangerousgoodsoperations@caa.co.za)
- b) The airport authorities

## **5.29 Dangerous Goods Acceptance**

### **5.29.1 Dangerous Goods Acceptance personnel shall:**

- a. Verify the identity of the driver / person tendering Dangerous Goods against agreed supplied identification.
- b. Verify all documentation (i.e., Shipper's Declaration, Air Waybill etc.).
- c. Verify the Dangerous Goods against accompanying documentation.
- d. Ensure that the Consignor supply a complete description of the contents of the goods.
- e. Check consignments for signs of tampering.
- f. Sign the declaration and make necessary endorsements on such documentation if applicable.
- g. Where Dangerous Goods appear to have been subject to significant tampering to a degree which could have allowed for the introduction of a prohibited article or is otherwise suspect such goods shall be handled as high-risk goods.
- h. Should any irregular behaviour or activity by the driver or person tendering Dangerous Goods be observed take appropriate action.
- i. Confirm the status of the Dangerous Goods being received Exempted / Dangerous Goods by posing questions to the Driver / person tendering goods and verifying endorsements on supplied documentation.

## **5.30 Verification of the List of Regulated Agents**

5.30.1 During the acceptance of Dangerous Goods acceptance Staff shall verify received cargo against the current regulated agent list as to establish if the cargo is tendered by and approved regulated agent.

5.30.2 Dangerous Goods tendered by an agent that does not appear on the list of approved regulated agents shall be treated as high risk. Provided that transfer or transit cargo arriving by air shall be treated in accordance with the procedures contained under transfer and transit cargo.

## **5.31 Random and Unpredictable Security Controls**

5.31.1 Random and unpredictable security controls will periodically be applied over and above baseline security controls. This will include:

- a. Physical opening and verification of the contents of against accompanying documentation.
- b. A phone call to the shipper as to confirm if the shipper is the originator of the goods and to confirm the contents.

## **5.32 Examining and completing of shipping documentation**



The completion and shipping documentation shall be conducted by suitably trained and background checked staff. During the acceptance of any cargo consignment, acceptance staff will examine received documentation to establish the correctness and sufficiency of information.

### **5.33 Dangerous Goods Audit Trail**

Records shall be maintained either manually or in electronic format showing at least the following detail:

- a. Consignee and Consignor detail
- b. description of the goods
- c. Security controls applied to such consignments.
- d. Whether the consignment was accepted or declined

5.33.1 Records shall be maintained for a period not less than one year.

### **5.34 Rejected/Returned Dangerous Goods**

5.34.1 Where Dangerous Goods are rejected during delivery, the integrity of such Dangerous Goods will be maintained such goods will be returned under secure transportation to the appropriate storage facility. Where the integrity of such goods is not maintained, such goods will be retained and subjected to inspection.

5.34.2 SACAA and other relevant local authorities shall be notified. All incidents and accidents shall be recorded and kept on file.

### **5.35 Risk/Vulnerability Assessments**

5.35.1 Frequency of vulnerability assessments: Bi-annually or when an incident occurred requiring the re-assessment of security measures and systems.

5.35.2 The Designated Dangerous Goods Official or authorized representative will conduct vulnerability assessments.

5.35.3 Copies of these assessments as well as the documented proof of action taken are available at our offices for the SACAA's perusal.

### **5.36 Protection of IT Systems**

Computers and other electronic equipment are used for most operations and any sustained loss of power may result in negative effects on the business. The Uninterrupted Power Supply (UPS) systems is installed for most IT equipment to ensure business can continue as normal as possible in case of a power outage.

## **6. RECORD KEEPING**

### **6.1 Shipping Documents**

6.1.1 The following shipping documents will be maintained for a period not less than one year:

- a. Shipper's Letter of Instructions
- b. House Air waybills
- c. Master Air waybills
- d. Dangerous Goods Manifests
- e. Air waybill assignments – Forms of Undertaking
- f. Shipping documents
- g. Copies of shipper's declarations
- h. NOTOCs if issued.
- i. Acceptance checklist (if applicable)

## 6.2 Safeguarding, storage and maintenance of records

Documents are securely stored in lockable cabinets and or lockable offices and access to such documentation is controlled and restricted to authorised personnel only.

## 6.3 Personnel Records

Personnel records are securely stored in lockable cabinets and or lockable offices and access to such documentation is controlled and restricted to authorised personnel only.

These documents shall be made available upon request by the authorities, i.e. SACAA

## 6.4 Quality Management System

Company name (Pty) Ltd shall apply a quality management system to ensure the sustained effectiveness of the Dangerous Goods security procedures as contained in this manual. Such quality management system shall cover areas of document control, record keeping, internal auditing, and control of non-conforming aspects and the introduction of corrective and preventative action.

## 7. TRAINING

### 7.1 Training

7.1.1 All operators and cargo entities involved in the cargo supply chain must establish a training program regardless of whether or not they are approved to transport Dangerous Goods as Cargo. Dangerous Goods Training programme must be reviewed and approved by the appropriate authority of the state of the operator.

7.1.2 Personnel must be trained and assessed commensurate with the functions for which they are responsible prior to performing any of these functions.

### 7.2 Training Programme

7.2.1 Refer to the technical guidance material for Competency Based Training.

7.2.2 An air service operator must establish a training programme for all its employees who require dangerous goods training in terms of CAR Part 92

### 7.3 Competency Based Training and Assessment employee grouping

7.3.1 The employee grouping table below is to assist employers and training organisations in defining employee categories for job functions and training purposes in accordance with CAR Part 92. For the purpose of these groupings, the term deemed employee means a person who, although not employed by an aircraft operator, ground handling agent, freight forwarder, screening authority or shipper of dangerous goods performs for the operator ground handling agent, freight forwarder, screening authority or shipper any of the following services:

- a. accepting cargo consigned for transport on an aircraft, or supervising someone whose duties include accepting such cargo at any time after it leaves the custody of the original consignor;
- b. acting as a member of an aircraft's flight crew or as a load planner;
- c. acting as a member of an aircraft's cabin crew;
- d. handling cargo consigned for transport on an aircraft at any time after it leaves the custody of the original consignor, or supervising someone whose duties include handling such cargo;
- e. handling passenger's checked or carry-on baggage, or supervising someone whose duties include handling such baggage; and
- f. packing dangerous goods, or supervising someone whose duties include packing such goods, in the course of the goods' being consigned for carriage on an aircraft.

7.3.2 **Group A employee** means:

- a. an employee whose duties include accepting, or supervising someone whose duties include accepting, cargo known or believed to contain dangerous goods consigned for transport on an aircraft at any time after it leaves the custody of the original consignor;
- b. a deemed employee whose function includes those duties; or
- c. any other employee whose duties are defined in the operations manual including but not limited to training, moderating and overseeing dangerous goods activities within the organisation.

7.3.3 **Group B employee** means:

- a. an employee whose duties include accepting, or supervising someone whose duties include accepting, cargo consigned for transport on an aircraft (other than cargo known or believed to contain dangerous goods) at any time after it leaves the custody of the original consignor; or
- b. a deemed employee whose function includes those duties.

7.3.4 **Group C employee** means:

- a. an employee who is a member of an aircraft's flight crew or a load planner or flight dispatcher; or
- b. a deemed employee whose function includes performing the duties of a member of an aircraft's flight crew or flight dispatcher or a load planner.
- c. Load planner, in relation to dangerous goods, means a person nominated by an operator to be responsible for any one or more of the following:
  - i. specifying where dangerous goods may be stowed on an aircraft;

- ii. specifying the necessary segregation of the goods from other dangerous goods, other cargo, or passengers on the aircraft;
- iii. preparing information for the use of the pilot-in-command; and
- iv. providing dangerous goods emergency response information for the pilot-in command.

7.3.5 **Group D employee** means:

- a. an employee who is a member of an aircraft's cabin crew; or
- b. a deemed employee whose function includes performing the duties of a member of an aircraft's cabin crew.

7.3.6 **Group E employee** means:

- a. any employee of an operator, ground handling agent, freight forwarder or screening authority who is not a group A, B, C or D employee and whose duties involve handling:
  - i. cargo consigned for transport on an aircraft at any time after it leaves the custody of the original consignor; or
  - ii. passenger's checked or carry-on baggage; or
  - iii. a deemed employee whose function includes those duties.

7.3.7 **Group F employee** means:

- a. an employee of a shipper of goods whose duties include packing dangerous goods, or supervising someone else whose duties include packing dangerous goods, in the course of the goods being consigned for transport on an aircraft; or
- b. a deemed employee whose function includes those duties.

7.3.8 **Group G employee** means:

- a. an employee of a shipper of goods whose duties include handling and packing infectious substances, or supervising someone else whose duties include handling and packing infectious substances, during the goods being consigned for transport on an aircraft; or
- b. a deemed employee whose function includes those duties.

7.3.9 **Group H employee** means:

- a. an employee of a shipper of goods whose duties include handling and packing Lithium Batteries, or supervising someone else whose duties include handling and packing lithium batteries, during the goods being consigned for transport on an aircraft; or
- b. a deemed employee whose function includes those duties.

7.3.10 **Group I employee** means:

- a. an employee of a postal operator or postal service entity whose duties include handling and processing mail and cargo, or supervising someone else whose duties include handling and processing mail and cargo, during the goods being consigned for transport on an aircraft; or
- b. a deemed employee whose function includes those duties.

7.3.11 **Group J employee** means:

- a. an employee of an operator, shipper or any entity whose duties include accepting, handling and processing of radioactive material, or supervising someone else whose duties include accepting, handling and processing of radioactive material, in the course of the goods being consigned for transport on an aircraft; or
- b. a deemed employee whose function includes those duties.

**Dangerous Goods Employee Groupings Table**

- **Group A** Dangerous Goods Acceptance personnel/Instructors/Moderators/ designated DG responsible personnel/quality auditors
- **Group B** Non-DG Cargo acceptance personnel
- **Group C** Pilots/load controllers  
Flight dispatch  
Flight Operations officers
- **Group D** Cabin Crew
- **Group E** Passenger handling  
Baggage handlers  
Warehouse personnel  
Security Screeners
- **Group F** Shippers  
Packers of dangerous goods  
Freight forwarders  
Courier personnel
- **Group G** Infectious substances handling personnel
- **Group H** Lithium battery handling personnel
- **Group I** Post Office personnel involved in handling mail and cargo  
Gro Radioactive material handling personnel

<b>DEVELOPED BY: David Khumalo</b>		
	<b>Bheki Ngiba</b>	<b>20 March 2023</b>
<b>SIGNATURE OF M: DG</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>
<b>REVIEWED &amp; VALIDATED BY:</b>		
	<b>Nico Smit</b>	<b>20 March 2023</b>
<b>SIGNATURE OF SM: DC</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>
<b>APPROVED BY:</b>		
	<b>Luvuyo Gqeke</b>	<b>20 March 2023</b>
<b>SIGNATURE OF E: AVSEC</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>



<b>APPENDIX A</b>
-------------------

**APPOINTMENT LETTER: PERSON RESPONSIBLE FOR DANGEROUS GOODS**

I, James Bond in my capacity as Cargo Operations Manager, appoints you James Bond Jnr, Cargo Safety & Compliance, as the designated person responsible for Dangerous Goods for James Bond Airways (Pty) Ltd as per the SACAA Regulatory Standards and Requirements (Part 92.00.30).

For your convenience, please refer to Part 92.01.43 outlining roles and responsibilities as follows:

Designation of persons responsible for dangerous goods

92.01.43 (1) Each operator, ramp handling organisation, ground handling organisation and aerodrome manager shall designate a dangerous goods person who shall be responsible for the following matters involving dangerous goods—

- a) Compliance with the regulations;
- b) Quality control;
- c) Reporting of accidents and incidents;
- d) Maintenance of dangerous goods incidents and accidents records.

Additional responsibilities may include the following:

- a) The development, amendment and implementation of the overall dangerous goods operations Manual for the operator or dangerous goods procedures manual for the Shipper, airport, Freight Forwarder, packer or Cargo Operator.
- b) The development and promulgation of companywide Dangerous Goods safety standards and practices to ensure compliance with Part 92 regulation.
- c) Establishing and maintaining effective liaison with the SACAA, airport authorities as well as other government and law enforcement agencies.
- d) Ensuring that effective risk assessment and analysis are conducted regularly and that there is sufficient response capability in case of incidents and accidents.
- e) Ensuring understanding of legislation and regulations relating to Dangerous Goods throughout the organisation.
- f) Providing specialized advice to line management in all aviation safety functions regarding dangerous goods.
- g) Ensuring all staff dealing with dangerous goods and related documentation are trained and proper control of training records are established and maintained.
- h) Ensuring appointment of suitably qualified persons as dangerous goods officials in the respective branches of (Company name) (Pty) Ltd in a case where multiple branches exist.

Sincerely,

Signature:

A handwritten signature in black ink, appearing to be 'James Bond'.

Name: James Bond

Position: Executive Flight Operations

Date: 10 May 2023

**ACCEPTANCE**

I **James Bond Jnr**, hereby accept and acknowledge the above responsibilities of this appointment.

Signature: 

Date: 11 May 2023





<b>APPENDIX B</b>
-------------------

**EMERGENCY RESPONSE CHART****Dangerous Goods Emergency Response Chart**

<b>Hazard Class Division and Compatibility Group</b>	<b>Dangerous Goods Class</b>	<b>Hazard Description</b>	<b>Immediate Action Minimise leakage and contact with other cargo</b>	
1.3C 1.3G	Explosives (Acceptable on Cargo Aircraft only)	Fire and minor blast hazard and/or minor propulsive hazard	Notify Fire Department  Guard Against fire	
1.4B 1.4C 1.4D 1.4E 1.4G		Fire, But no other Significant hazard		
1.4S		Explosives (safety) Small fire hazard		
2.1 2.2 2.2		Flammable Gas Non-Flammable Gas Cryogenic Liquid		Notify Fire Department Evacuate goods Ventilate area Keep away Minimum 25 m
2.3		Toxic Gas (acceptable on Cargo Aircraft only)		
3	Flammable Liquid	Ignites when leaking	Notify Fire Department Do not use water under any circumstances	
4.1 4.2 4.3	Flammable Solid Spontaneously Combustible Dangerous when wet	Combustible, contributes to fire Ignites in contact with air Ignites in contact with water		
5.1 5.2	Oxidizer Organic Peroxide	Ignites combustibles on contact Reacts violently with other substances		Notify Fire Department Do not use water
6.1 6.2	Poison  Infectious Substance	Harmful if swallowed, inhaled or in contact with skin  Causes disease in Humans and Animals	Isolate area Obtain qualified assistance Do not touch	
7 Cat I 7 Cat II/III	Radioactive – White Radioactive – Yellow	Radiation hazards and h Harmful to health	Keep away Minimum 25 m	
8	Corrosive	Hazardous to skin and metal	Notify Fire Department Avoid contact with skin	
9	Polymeric Beads Magnetized Material Dry Ice Miscellaneous Dangerous Goods	Evolves small quantities of flammable gas Affects navigation system Causes sub cooling/suffocation Hazards not covered by other classes	Avoid contact with skin No immediate action required	

APPENDIX C

SEGREGATION TABLE/COMPATIBILITY CHART

Segregation chart

IMP	Cl./ Div.	RCX	1.3C	1.3G	1.4B	1.4C	1.4D	1.4E	1.4G	2.1	2.2	2.2	2.2	2.2	2.3	3	4.2	4.3	5.1	5.2	8	AVI	PER	FIL	HEG
RCX	1.3C				X					X	X	X	X	X	X	X	X	X	X	X					
RGX	1.3G			X						X	X	X	X	X	X	X	X	X	X	X					
RXB	1.4B		X							X	X	X	X	X	X	X	X	X	X	X					
RXC	1.4C				X					X	X	X	X	X	X	X	X	X	X	X					
RXD	1.4D					X				X	X	X	X	X	X	X	X	X	X	X					
RXE	1.4E						X			X	X	X	X	X	X	X	X	X	X	X					
RXG	1.4G									X	X	X	X	X	X	X	X	X	X	X					
RFG	2.1		X	X																					
RCL	2.2		X	X																		X			X
RPG	2.3		X	X																		X	X		X
RFL	3		X	X																X					
RSC	4.2		X	X																X					
RFW	4.3		X	X																X					
ROX	5.1		X	X												X									
ROP	5.2		X	X																					
RCM	8		X	X																					
RRY	7																								
RPB	6.1																					X		X	X
RIS	6.2																					X	X	X	X
ICE	9																					X		X	X
HUM																						X	X	X	X

\* HUM should not be loaded in close proximity to live animals and foodstuff.

\*\* For complete segregation and separation distances, refer to your company operations manual.

\*\*\* An "X" at the intersection indicates packages containing these classes/divisions require segregation. Classes not included do not require segregation.





**APPENDIX D**

**DG POSTER EXAMPLE**

>> Basic information on **Dangerous Goods Handling**

### Hazard and Handling Labels



**Class 1**









\* Articles bearing the Explosive labels shown above and falling into Divisions 1.1, 1.2, 1.4F, 1.5 and 1.6 are normally forbidden.

**Class 6**





**Class 7**



**Class 2**

**Class 3**





**Class 8**

**Class 9**















**Class 4**

**Class 5**




**Handling Labels**



## APPENDIX D

Attach copies of certificates

<b>DEVELOPED BY:</b>		
	<b>Bheki Ngiba</b>	<b>20 March 2023</b>
<b>SIGNATURE OF M: DG</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>
<b>REVIEWED &amp; VALIDATED BY:</b>		
	<b>Nico Smit</b>	<b>20 March 2023</b>
<b>SIGNATURE OF SM: DC</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>
<b>APPROVED BY:</b>		
	<b>Luvuyo Gqeke</b>	<b>20 March 2023</b>
<b>SIGNATURE OF E: AVSEC</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>