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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 29621-2013

**Documentary aspects of the international transport of
dangerous goods**

危险货物国际运输单证规范

(English Translation)

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Appendix A (informative) applies to dangerous goods in accordance with the information needs of the European intermodal regulations listed

Appendix B (normative) Dangerous Goods Classification

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Annex D (informative) international dangerous goods transport document preparation rule Guide

Foreword

This standard was drafted in accordance with GB/T 1.1-2009 given rules.

This standard uses redrafted law revision adopted United Nations Trade Facilitation and Electronic Business Center (UN/CEFACT) Recommendation No. 11 Book "Dangerous goods transport document international norms" 2008 revision.

Technical differences between this standard and UN/CEFACT Recommendation No. 11 as follows.

--- The 1996 version of Recommendation No. 11 in Appendix I of the book as informative Appendix A;

--- The 1996 version of the 11 Recommendations of dangerous goods classification as a normative appendix B;

--- The 1996 version of the 11 Recommendations of the United Nations recommended the multimodal transport of dangerous goods as a normative document format attached Record C;

--- The 1996 version of Recommendation Guide as part of the informative Appendix D.

This standard and structural differences between UN/CEFACT Recommendation No. 11 as follows.

--- The 2008 version of the 11th Recommendation section II chapter corresponds to Chapter 2 of this standard;

--- The 2008 version of the 11th Chapter III Recommendation corresponds to Chapter 3 of this standard.

This standard by the National Standardization Technical Committee on Electronic Business (SAC/TC83) and focal points.

Drafting of this standard. Xiamen British Noor Electronic Technology Co., Ltd., China National Institute of Standardization, the United Nations crossbar Shenzhen International Freight Forwarding Co., Ltd., China International Electronic Commerce Co., Ltd., Tianjin Port Information Center, Qingdao Port (Group) Co., Ltd., Ningbo Port (Group) Co., Ltd., Tianjin Port (Group) Co., Ltd.

1 Scope

This standard gives the establishment of international rules on dangerous goods transport document and application guidelines.

This standard applies to the international transport of dangerous goods document preparation and electronic data interchange.

2 Document preparation rules

2.1

In preparing the dangerous cargo documentation, priority should be given to coordinate the dangerous goods documents between the different modes of transport information needs (see Appendix A), and the information should be the most common type of necessary additional documentation required, such as the International Maritime Organization (IMO) International Maritime Dangerous Goods (IMDG) rules, and International Civil Aviation Organization (ICAO) technical guidance.

2.2

identifies the goods necessary to standardize data elements should be in a variety of different modes of transport, and shall comply with the criteria given in sub-dangerous goods Class (see Appendix B), the correct identification of transcription and detail. Detail including the United Nations (UN) number Proper shipping name and basic Hazard Class and/or attainment of classified information, or subclass danger level and/or extent of classification and packaging information.

2.3

If you need to have different modes of transport regulations and the effectiveness of the Convention on jurisdiction declared, should be used in this standard where applicable Quasi-proprietary wording as a statutory declaration provisions.

"I declare that the above description of the consignment is complete and accurate, using

regular shipping name and proper classification, packaging, Gasch marking and labeling/warning signs, in line with international and national laws and regulations applicable jurisdiction, all parties fully meet the conditions of transport. "

2.4

To ensure that no additional requests for information should be extracted from the document data elements emergency information should not require manual document makeup Related information or codes.

2.5

satisfy a particular mode of transport of dangerous goods document format, whether electronic message (EDI) or even a paper document, for multimodal transport the various modes of transport are valid.

2.6

dangerous goods information, data elements and the required statements should as far as possible into existing transport or cargo handling document.

2.7

For the current document can not be included in the dangerous goods information, the use of document formats should be designed in accordance with the standard format recommended by the United Nations (Multimodal transport of dangerous goods format). (See Appendix C)

2.8

Regulations and Conventions (whether domestic or international) should not prevent the use of electronic means (such as EDI) transmission of dangerous goods information, and shall Eliminate all existing legal barriers. If possible, it should encourage electronic information transmission.

2.9

If additional special requirements, regulations and conventions should permit the dangerous goods transport document will be included in the necessary data to replace the use A separate document.

3 Application Guide

Dangerous goods transport document international norms Application Guide Appendix D.