

Iata Dangerous Goods Regulations 54th Edition

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the manual of tests and criteria contains criteria test methods and procedures to be used for classification of dangerous goods according to the provisions of parts 2 and 3 of the united nations recommendations on the transport of dangerous goods model regulations as well as of chemicals presenting physical hazards according to the globally harmonized system of classification and labelling of chemicals ghs originally developed by the economic and social councils committee of experts on the transport of dangerous goods which adopted a first version in 1984 it has been regularly updated and amended every two years the amendments listed in this publication include amendments to the procedure for assignment to a division of class 1 amendments to test series 7 for the classification as extremely insensitive explosive article a test method for the classification of gases and gas mixtures as chemically unstable new section 35 amendments to the procedures to

this is the 47th edition of this title and comes into effect on 1 january 2006 the iata dangerous goods regulations are published by the iata dangerous goods board and constitute a manual of industry carrier regulations to be followed by iata member airlines this edition is based on the requirements of annex 18 to the convention on international civil aviation and the 2005 06 edition of the associated technical instructions for the safe transport of dangerous goods by air iata dangerous goods regulations set out procedures for the shipper and the operator by which articles and substances with hazardous properties can be safely transported by air on all commercial air transport it provides all provisions mandated by the international civil aviation organization icao and all rules agreed by airlines for safely handling of dangerous goods sections deal with applicability limitations classification identification packing packaging specifications and performance tests marking and labelling documentation handling and radioactive material

this book represents the ph d study conducted at the max planck research school for maritime affairs at the university of hamburg between 2004 and 2007 the topic of the study was suggested by my supervisor prof dr peter mankowski i want to express my deepest gratitude and thanks to prof dr mankowski for his meritorious contribution invaluable support and encouragement i would like to extend my appreciation and thanks to second examiner prof dr ulrich magnus for the expeditious submission of the second opinion on my dissertation the max planck research school for maritime affairs is distinct in its multi disciplinary post graduate study on maritime matters i am deeply honored to be a member of the max planck research school i am most grateful to its directors for admitting me as a scholar providing me with a generous scholarship and grant for the publication of this book in the hamburg studies on maritime affairs series thanks are also due to the former and current coordinators of the research school for their guidance and assistance i owe particular thanks to dr silke knaut and ms vera wiedenbeck for their great care the library of the max planck institute for comparative and international private law is a treasury of resources and has provided me with a convenient and efficient environment to carry out research for my dissertation the hanseatic city of hamburg with its maritime flair is an excellent place to study maritime matters

this book explores the allocation of risk and liability of dangerous goods between the seller and the buyer under cif cost insurance and freight and fob free on board contracts providing an in depth study of the issue of carriage of dangerous goods in the context of international trade law in addition to offering specific solutions to issues arising in the context of the contract of sale the book provides a non contractual

angle putting forward suggestions under non contractual mechanisms importantly the book incorporates case law examples from the commonwealth and the us dangerous goods that are carried by sea can cause potential risks of losses and damages to the vessel other cargoes and lives on board the allocation of liability arising out of the carriage of dangerous goods has recently attracted unwelcome attention because of mis declared cargoes leading to fires on board ships thus the book fills a gap in the literature by addressing the issue in detail with examples from multiple jurisdictions and proposing solutions in particular the book analyses whether and to what extent the law of international sale of goods can provide any assistance in the re allocation of liability between the buyer and the seller this book will be of great interest to all those involved in the research as well as legal practice of international trade law and the law of carriage of goods by sea

what could the following possibly have in common accumulator acid sludge actuating cartridge air bag inflator cut back asphalt bangalore torpedo wet battery bhusa blau gas box toe gum bursters copra dead oil etching acid fish meal fracturing devices gasohol gutta percha hay iron swarf jet tapper kapok lithium cartouche m86 fuel natural uranium organotin pesticides pepper spray petroleum raffinate picrotoxin refrigerant gas rubber shoddy safety squib seed expeller slurry explosive tankage turpentine substitute uncalcined varnish drier wax vesta matches zinc ash these are some of the vague and confusing regulatory terms that must be used to describe the 3 6 billion metric tons of dangerous chemicals and products transported around the world each year by air land and water in fact the use of this jargon mandated by many national and international authorities like the united nations makes regulatory compliance and safe transportation extremely uncertain existing references provide little help even the regulations supply only a limited number of descriptions of the terms glossary for the worldwide transportation of dangerous goods and hazardous materials finally provides accurate clear explanations of the terms used in worldwide transportation of hazardous materials written by a leading environmental and transportation consultant and educator it is the principal reference for all shippers and transporters involved in the identification of dangerous goods and hazardous materials the basis of all subsequent transportation requirements

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