

General Instructions, procedure and policies for loading of hazardous goods in containers and customer responsibilities, update 17 March 2026

- The shipper (consignor) of the goods must ensure all dangerous goods and the cargo unit are correctly packed, marked, labelled and classified according to the appropriate IMDG legislations (transport over sea).
- Ensure the cargo unit used is structurally sound for the type of goods being loaded, allowed and suitable for shipment on LORO vessels.
- It is imperative, the shipper must ensure that all required documentation as per IMDG legislation is provided and in accordance with all the required mandatory information and fully signed as per the IMDG code chapter 5.4:
 - Only on weekdays latest 12:00 hours.
 - At least 6 hours prior arrival at the terminal.
 - Prior the hazardous cargo cutoff agreed.
- Pre Dangerous Goods Declarations or Notes must be submitted to the respective office at a minimum of 24 hours prior loading cargo unit.
- The shipper is responsible for, and must ensure different goods in a cargo unit basis their single or secondary hazard, segregation group or any special provision, are not incompatible with each other and allowed to be shipped in the same cargo unit, prior loading the respective cargo unit. If you are in special occasions unsure about any segregation requirements, BG Freight Line is able to assist you but you remain ultimately responsible. Alternative we might be able to direct you to an authorized company or authority.
- The shipper must ensure in case different consignments in a cargo unit require a competent authority approval, the competent authority document / certificate is accompanying the Dangerous Goods Declaration (DGD) upon sending the Pre Dangerous Goods Declaration and booking.
- The consignee should make sure when the cargo unit is unloaded, the hazardous placards, orange panels, signs and marks shall be removed from the cargo unit as soon as the goods or their residues are discharged.
- The Shipper must make sure faded hazardous labels or marks (sometimes permanent added onto dedicated tank containers), that no longer comply anymore with the legislation, are renewed.
- When cargo units are not labelled, incorrect labelled or containing incompatible goods and delivered on the terminal, high cost for (correct) labelling, possible shifting and drawback cost from and to dedicated area's or loading warehouses or facilities will be charged to customers.

Rotterdam: € 250 for a set of 4 Placards plus extra handling cost from and to dedicated areas
Outports: € 150 for a set of 4 Placards plus extra handling cost from and to dedicated areas
Any fines by port authorities will be forwarded to responsible shipper.

Note: When a Container is loaded with dangerous goods subject to the IMDG (Transport over sea legislation) but not under the ADR (Road Transport legislation)

ADR legislation in English:

1.1.4.2.1

Packages, containers, bulk-containers, portable tanks, tank-containers and MEGCs, which do not entirely meet the requirements for packing, mixed packing, marking, labelling of packages or placarding and orange plate marking, of ADR, but are in conformity with the requirements of the IMDG Code or the ICAO Technical Instructions shall be accepted for carriage in a transport chain including maritime or air carriage subject to the following conditions:

- (a) If the packages are not marked and labelled in accordance with ADR, they shall bear marks and danger labels in accordance with the requirements of the IMDG Code or the ICAO Technical Instructions;
- (b) The requirements of the IMDG Code or the ICAO Technical Instructions shall be applicable to mixed packing within a package;
- (c) For carriage in a transport chain including maritime carriage, if the containers, bulk-containers, portable tanks, tank-containers or MEGCs are not marked and placarded in accordance with Chapter 5.3 of this Annex, they shall be marked and placarded in accordance with Chapter 5.3 of the IMDG Code. In such case, only 5.3.2.1.1 of this Annex is applicable to the marking of the vehicle itself. For empty, uncleaned portable tanks, tank-containers and MEGCs, this requirement shall apply up to and including the subsequent transfer to a cleaning station.

This derogation does not apply in the case of goods classified as dangerous goods in classes 1 to 9 of ADR and considered as non-dangerous goods according to the applicable requirements of the IMDG Code or the ICAO Technical Instructions.

ADR legislation in Dutch:

1.1.4.2 Vervoer in een transportketen die vervoer over zee of door de lucht omvat

1.1.4.2.1 Colli, containers, bulkcontainers, transporttanks, tankcontainers en MEGC's die niet volledig voldoen aan de voorschriften van het ADR wat betreft de verpakking, gezamenlijke verpakking, kenmerken en etikettering van colli of het aanbrengen van grote etiketten en oranje borden, doch die wel voldoen aan de voorschriften van de IMDG Code of de Technische Instructies van de ICAO; mogen, voor zover de transportketen vervoer over zee of door de lucht omvat, onder de volgende voorwaarden worden vervoerd:

- a) De colli moeten, voor zover de kenmerken en etikettering niet voldoen aan het ADR, volgens de voorschriften van de IMDG Code of de Technische Instructies van de ICAO van kenmerking en gevaarsetiketten zijn voorzien;
- b) Op de gezamenlijke verpakking in een collo zijn de voorschriften van de IMDG Code of de Technische instructies van de ICAO van toepassing;
- c) Bij vervoer in een transportketen die vervoer over zee omsluit, moeten de containers, bulkcontainers, transporttanks, tankcontainers of MEGC's, voor zover zij niet van kenmerking en grote etiketten conform hoofdstuk 5.3 van deze Bijlage zijn voorzien, van kenmerking en grote etiketten conform hoofdstuk 5.3 van de IMDG Code zijn voorzien. In een dergelijk geval is alleen 5.3.2.1.1 van deze Bijlage van toepassing op de kenmerking van het voertuig zelf. Bij ongereinigde, lege transporttanks, tankcontainers en MEGC's geldt deze bepaling ook voor het aansluitend vervoer naar een reinigingsbedrijf.