

Part 3 (Documentation) and 4 (Dangerous Goods Marks)

Section 3.4 – Legibility and Language

The following amendment is an administrative change.

Provision	Current Text	Proposed Text
3.4 (2)(c)	following the letter “X” opposite the shipping name in a column under the heading “DG” or “MD”.	following the letter “X” opposite the <del>shipping name</del> <b>UN number</b> in a column under the heading “DG” or “MD”.

Section 3.5 – Information on a Shipping Document and 3.6.1 (3) – Consignor’s Certification

Currently in Part 3 (Documentation) of the *Transportation of Dangerous Goods Regulations* (TDG Regulations), a “Residue - Last Contained” refers to anything less than 10% full, however, in the 49 CFR, a residue is defined as: “Residue means the hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors.” The current reference to “Residue - Last Contained” in the TDG Regulations has caused enforcement and interpretation issues as it relates to when a means of containment has reached the threshold of less than 10% full. For this reason, it is proposed to introduce a definition for residue in the TDG Regulations that is in align with the 49 CFR’s definition.

Along with the new definition of residue, the amendment would also specify that both the words “Residue-Last Contained” and the quantity of dangerous goods cannot be displayed on the shipping document at the same time. The only time both can be displayed is if the carrier, during transport, elects to strike out a previous quantity and add the words “Residue-Last Contained” beside the description of the dangerous goods. In other words, the shipping document must clearly indicate that there has been a change to the quantity. For example: *UN1203, GASOLINE, Class 3, PG II, Quantity = ~~30,000 L~~ “Residue-Last Contained”*.

Under section 3.6.1(3), the word “Empty” is not clearly defined. Since the intent of this section was that the word have the same meaning as “Residue - Last contained” or residue, the amendment proposes to remove the word “Empty” and replaced with residue.

Provision	Current Text	Proposed Text
3.5 (1)(a)	the name and address of the place of business in Canada of the consignor;	the name and address of the place of business <del>such as</del> <b>a local office, regional office or head office</b> in Canada of the consignor;
3.5 (1)(c)	the description of each of the dangerous goods, in the following order :	the description of each of the dangerous goods, in the following order <del>with no additional information interspersed</del> :
3.5 (4)	Despite paragraph (1)(d), if the quantity of dangerous goods in a means of containment is less than 10 per cent of the maximum fill limit of the means of containment, the words “Residue — Last Contained” or “Résidu — dernier contenu” may be added before or after the description of the dangerous goods. These words must not, however, be used for dangerous goods included in Class 2, Gases, that are in a small means of containment or for dangerous goods included in Class 7, Radioactive Materials.	Despite paragraph (1)(d), if <del>the quantity a residue, that is not included in Class 2, Gases or Class 7, Radioactive Materials,</del> of a dangerous goods <del>remains, before or during transport, in the</del> means of containment <del>is less than 10 per cent of the maximum fill limit of the means of containment</del> the words “Residue — Last Contained” or “Résidu — dernier contenu” may be added before or after the description of the dangerous goods <del>if:</del> (a) <del>any previous quantities have been crossed out;</del> (b) <del>every tank of a compartmentalized means of containment contains a residue.</del>

Provision	Current Text	Proposed Text
3.6.1 (3)	This section does not apply in respect of an empty large means of containment that contained dangerous goods but has not been cleaned or purged.	This section does not apply <del>in respect of an empty</del> to a large means of containment that <del>contained</del> contains a residue of dangerous goods <del>but has not been cleaned or purged.</del>

**Consequential Amendment to Section 3.5 and 3.6.1 – addition of the definition of Residue to Section 1.4**

Provision	Proposed Text
1.4	<b>Residue</b>  means the dangerous goods remaining in a packaging after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of dangerous goods and purged to remove any vapors.

**Section 3.5 – Information on a Shipping Document**

A table format may be used to display the description of the dangerous goods on a shipping document as per subsection 3.5 (1). In order to be consistent and allow for the “Toxic by Inhalation” or “Inhalation Hazard” to also be used within a table format, the words “or under heading” would be added.

To better harmonize with the UN model Recommendations and the 49 CFR, the term “toxic –inhalation hazard”, would be replaced with “inhalation hazard”, while in French the term “toxicité par inhalation” would be removed.

Provision	Current Text	Proposed Text
3.5(1)(c) (vii)	for dangerous goods that are subject to special provision 23, the words “toxic by inhalation” or “toxic – inhalation hazard” or “toxique par inhalation” or “toxicité par inhalation”;	for dangerous goods that are subject to special provision 23, <b>may be shown</b> as the words <b>or under the heading</b> “toxic by inhalation” or <del>“toxic–</del> inhalation hazard” or “toxique par inhalation” <del>or “toxicité par inhalation”</del> ;

**Section 4.1 – Requirements for Dangerous Goods Marks**

In this Section, a person offering for transport, transporting or importing a means of containment that contains dangerous goods must have a dangerous goods mark, but this does not include unpackaged articles, such as batteries. This amendment proposes to add that unpackaged articles in a means of containment must also be marked.

Provision	Current Text	Proposed Text
4.1	A person must not offer for transport, transport or import a means of containment that contains dangerous goods unless each dangerous goods safety mark required by this Part and illustrated in the appendix to this Part, or illustrated in Chapter 5.2 or 5.3 of the UN Recommendations, is displayed on it in accordance with this Part.	A person must not offer for transport, transport or import a means of containment that contains dangerous goods <b>or unpackaged articles</b> unless each dangerous goods <del>safety</del> mark required by this Part and illustrated in the appendix to this Part, or illustrated in Chapter 5.2 or 5.3 of the UN Recommendations, is displayed on it in accordance with this Part.

**Section 4.1.1 – Voluntary Display of a Placard**

Section 4.1.1 (*Voluntary Display of a Placard*) allows a person to display placards even when none are required, as long as they comply with the provisions listed in this Section. This amendment proposes to extend the voluntary display to

allow for UN Numbers to be displayed, even when they are not required. This change recognizes that even though a shipment of dangerous goods is in a quantity that could be exempted from placarding (i.e., less than 500 kg) and displaying UN Numbers, displaying the correct placards and UN Numbers would not be misleading, as to the presence or nature of the danger. The TDG Regulations do not prohibit the display of a UN number; it simply provides the conditions for when a means of containment must display a UN number.

Provision	Current Text	Proposed Text
4.1.1	Voluntary Display of a Placard	Voluntary Display of a Placard <b>And/Or UN Number</b>
4.1.1 (2)		<b>A person may choose to display a UN number provided it is not misleading as to the presence or nature of the dangerous goods in transport.</b>

**Section 4.7 – Labels and Placards: Size and Orientation**

Gas cylinders must bear a dangerous goods mark as set out in Part 4 of the TDG Regulations. Currently Subsection 4.7 (2) of the TDG Regulations requires that each side of a label to be at least 100 mm in length with a line running 5 mm inside the edge. However, if that size label, together with the shipping name, technical name and UN number, cannot be displayed because of the irregular shape or size of the small means of containment, each side of the label may be reduced in length by the same amount to the point where the label, together with the shipping name, technical name and UN number, would fit that small means of containment. In this instance, the label must not be reduced to less than 30 mm. In the case of cylinders, the full-size label can easily fit on either side of the cylinder and therefore industry is not allowed to reduce the dimensions of the label.

Labels placed on the sides of cylinders are more likely to become worn and torn during handling and transport than labels placed on the shoulder. As well, when gas cylinders are loaded in a consolidation bin and the labels are not displayed on the shoulder of the cylinder, it is not possible to view the labels of the cylinders at the center of the bin.

It is proposed to amend this subsection of the TDG Regulations to allow each side of a label to be reduced to no less than 30 mm, in order for shoulder or neck labels to be displayed on cylinders. This change would also harmonize Canada with other similar allowances under the UN Recommendations, ISO 7225-2005 Standard and a notice of proposed rulemaking (PHMSA-2013-0042-0001) issued by the U.S Pipeline and Hazardous Materials Safety Administration (PHMSA) authorizing neck ring markings (i.e. shoulder labels) on January 30, 2015.

Provision	Current Text	Proposed Text
4.7 (2)	Each side of a label must be at least 100 mm in length with a line running 5 mm inside the edge. However, except for dangerous goods included in Class 7, Radioactive Materials, if that size label, together with the shipping name, technical name and UN number, cannot be displayed because of the irregular shape or size of the small means of containment, each side of the label may be reduced in length by the same amount to the point where the label, together with the shipping name, technical name and UN number, will fit that small means of containment, but must not be reduced to less than 30 mm.	<p>4.7 (2)</p> <p>(a) Each side of a label must be at least 100 mm in length with a line running 5 mm inside the edge.</p> <p>(b) Despite paragraph 4.7(2)(a), except for dangerous goods included in Class 7, Radioactive Materials, that size label, together with the shipping name, technical name and UN number, cannot be displayed <del>because of the irregular shape or size of</del> on the small means of containment, each side of the label may be reduced in length by the same amount to the point where the label, together with the shipping name, technical name and UN number, will fit that small means of containment, but must not be reduced to less than 30 mm</p> <p><b>(c) The dangerous goods marks required by this</b></p>

Provision	Current Text	Proposed Text
		part can also be displayed on the non-cylindrical part (shoulder) of a cylinder if they are at least 30 mm on each side.

**Section 4.15.4 – Visibility of Labels, Placards and UN Numbers on a Large Means of Containment**

In this section, both placards and labels can be used on large means of containment. In the case of large means of containment, placards should be used and therefore the mention of labels should be removed from 5.15.4 (1) and (2). Once a large means of containment, or in some cases an Intermediate Bulk Containers (IBC), is placed inside a means of transport, those placards may no longer be visible from the outside of the vehicle. For this reason, placards and UN Numbers may also be needed on the outside of a vehicle to ensure that the contents of the vehicle are also identifiable from the outside.

This amendment would also eliminate the possibility to not reproduce labels despite the fact that they are visible from the outside as they are too small to be clearly discerned. Placards should therefore be affixed to clearly communicate the dangers.

Provision	Current Text	Proposed Text
4.15.4(1)	When a large means of containment that has labels or placards displayed on it is inside another large means of containment and those labels or placards are not visible, the placards required by this Part must be displayed on the outer large means of containment. The UN numbers that are required by this Part must also be displayed on the outer large means of containment.	When a large means of containment that has <del>labels or</del> placards displayed on it is inside another large means of containment and those <del>labels or</del> placards are not visible, the placards required by this Part must be displayed on the outer large means of containment. The UN numbers that are required by this Part must also be displayed on the outer large means of containment.
4.15.4 (2)	When a large means of containment that has labels, placards, labels and UN numbers, or placards and UN numbers, displayed on it is loaded onto another large means of containment and those labels, placards, labels and UN numbers, or placards and UN numbers, are visible, the placards, or placards and UN numbers, are not required to be displayed on the other large means of containment.	When a large means of containment that has <del>labels, placards, labels and UN numbers,</del> or placards and UN numbers, displayed on it is loaded onto another large means of containment and those <del>labels, placards, labels and UN numbers,</del> or placards and UN numbers, are visible, the placards, or placards and UN numbers, are not required to be displayed on the other large means of containment.
4.15.4 (3)		When an intermediate bulk container (IBC) with labels on board a road vehicle or rail vehicle, or are loaded on a road vehicle or a rail vehicle, the requirements of this Part relating to the placarding and UN number applies.

**Section 4.16.1 – Placarding Exemption for Dangerous Goods Having a Gross Mass of 500kg or less**

This proposed amendment would modify the wording under subsection (1) to eliminate unintended interpretation challenges. For instance, under the TDG Regulations, most placards are affixed on large means of containment except

for cases of large means of containment connected to the frame of a road vehicle or a rail vehicle or to a trailer unit as stated in section 4.15.3. The original intent of this Section was to provide relief from placards on large means of containment and not “road or railway vehicle”.

Provision	Current Text	Proposed Text
4.16.1 (1)	Except in the case of the dangerous goods listed in subsection (2), a placard is not required to be displayed on a road vehicle or railway vehicle if the dangerous goods in or on the road vehicle or railway vehicle have a gross mass that is less than or equal to 500 kg.	Except in the case of the dangerous goods listed in subsection (2), a placard <del>or a placard and UN number</del> is not required to be displayed on a <del>large means of containment handled, offered for transport or transported</del> by road <del>vehicle</del> or rail <del>way vehicle</del> if the dangerous goods in or on the road vehicle or railway vehicle have a gross mass that is less than or equal to 500 kg.