NAMS 10229-1:2018
First Edition
SANS 10229-1:2010
Edition 2

NAMIBIAN STANDARD

Transport of dangerous goods — Packaging and large packaging for road and rail transport

Part 1: Packaging

This Namibian standard is the identical implementation of SANS 10229-1:2010 and is adopted with the permission of the South Africa Bureau of Standards

Published by the Namibian Standards Institution (NSI)
Established by section 2 of the Standards Act, 2005 (Act No 18 of 2005)
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National foreword

This Namibian Standard is identical to the South African National Standard SANS 10229-1:2010 – Transport of dangerous goods — Packaging and large packaging for road and rail transport Part 1: Packaging and was approved by NSI TC 10, *Vehicle and Road Safety*, in accordance with procedures of the NSI, in compliance with Annex 3 of the WTO/TBT Agreement.

This NAMS was published in October 2018.

ISBN 978-0-626-23029-6

SANS 10229-1:2010

Edition 2

SOUTH AFRICAN NATIONAL STANDARD

Transport of dangerous goods — Packaging and large packaging for road and rail transport

Part 1: Packaging

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SANS 10229-1:2010
Edition 2

Table of changes

Change No.	Date	Scope

Foreword

This South African standard was approved by National Committee SABS 1060C *National committee for dangerous goods standards — Packaging*, in accordance with procedures of the SABS Standards Division, in compliance with annex 3 of the WTO/TBT agreement.

This document was published in January 2010.

This document supersedes SANS 10229-1:2005 (edition 1).

Reference is made in 3.1.12 to the "relevant national legislation". In South Africa this means the

Explosives Act, 2003 (Act No. 15 of 2003),
Hazardous Substances Act, 1973 (Act No. 15 of 1973),
National Nuclear Regulator Act, 1999 (Act No. 47 of 1999),
National Road Traffic Act, 1996 (Act No. 93 of 1996), and
Nuclear Energy Act, 1999 (Act No. 46 of 1999).

In 13.5.14 reference is made to the relevant national legislation and regulations. In South Africa this means the Explosives Act, 2003 (Act No. 15 of 2003).

Owing to the fact that information in respect of names and addresses of competent authorities and certification authorities dealing with dangerous goods is subject to change, details of the competent authorities and certification authorities are given in a general advice sheet provided with this standard. This advice sheet will be updated every six months and it is the responsibility of the competent authority/certification authority to notify the South African Bureau of Standards (SABS) of any changes. The advice sheet will be available, free of charge, from the SABS Standards Sales Office.

Users of this document are advised that a supplement to this document will be published in the near future, detailing relevant information as contained in the 16th revised edition of the United Nations *Recommendations on the transport of dangerous goods. Model regulations*. The revised edition comes into effect on 1 January 2011. The information to be contained in the supplement is relevant to the industry, especially to those companies involved in the export and import of chemicals.

The supplement will be available from the SABS Standard Sales Office once published and all purchasers of this standard will be advised by SABS when the supplement is available.

Introduction

Imported dangerous goods that arrive by air and that are packed in accordance with the ICAO *Technical instructions for the safe transport of dangerous goods by air* or the IATA *Dangerous goods regulations*, or that arrive by sea and are packed in accordance with the *IMDG code* of the IMO, are acceptable for inland transport by road or rail. Likewise, dangerous substances and goods that are packed in accordance with the requirements of this standard should in most instances be acceptable for export by air or by sea. However, exporters are reminded that limitations with regard to mass or specific goods (commodities) might differ in the case of other modes of transport and that the requirements of the relevant standard then have to be observed.

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