

NAMS 10229-2:2018

First Edition

SANS 10229-2:2010

Edition 1.1

NAMIBIAN STANDARD

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

Part 2: Large Packaging

This Namibian standard is the identical implementation of SANS 10229-2:2010 and is adopted with the permission of the South Africa Bureau of Standards

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National foreword

This Namibian Standard is identical to the South African National Standard SANS 10229-2:2010 – Transport of dangerous goods — Packaging and large packaging for road and rail transport Part 2: Large 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.

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SOUTH AFRICAN NATIONAL STANDARD

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

Part 2: Large packaging

SANS 10229-2:2010

Edition 1.1

Table of changes

Change No.	Date	Scope
Amdt 1	2010	Amended to correct the title of the national accreditation authority and the title of an Act and to update the marking requirements.

Acknowledgement

The SABS Standards Division wishes to acknowledge the valuable assistance derived from the publications of the United Nations' Transport Division, Geneva, Switzerland.

Foreword

This South African standard was approved by National Committee SABS SC 1060C, *National committee for standards for dangerous goods including hazardous chemical substances and dangerous goods waste – 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 August 2010.

This document supersedes SANS 10229-2:2007 (edition 1).

A vertical line in the margin shows where the text has been technically modified by amendment No. 1.

Reference is made in 3.1.1, 3.1.24 and 4.1 to the "national accreditation authority". In South Africa this means the South African National Accreditation System (SANAS). **Amdt 1**

Reference is made in 3.1.5 to the competent authorities designated for the control or regulation of a certain aspect of the transport of dangerous goods. In South Africa the competent authorities responsible for the transport, including the packaging, of dangerous goods are as follows:

- a) Chief Inspector of Explosives of the South African Police Service in terms of the Explosives Act, 1956 (Act No. 26 of 1956) (as amended);
- b) Department of Agriculture in terms of the Fertilizer, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act No. 36 of 1947) (as amended);
- c) Department of Health in terms of the Hazardous Substances Act, 1973 (Act No.15 of 1973) (as amended);
- d) Department of Transport in terms of the National Road Traffic Act Regulations 2000 of the National Road Traffic Act, 1996 (Act No. 93 of 1996);
- e) National Nuclear Regulator in terms of the National Nuclear Regulator Act, 1999 (Act No. 47 of 1999);
- f) Nuclear Energy Corporation of South Africa in terms of the Nuclear Energy Act, 1999 (Act No. 46 of 1999);

- g) Railway Safety Regulator in terms of the National Railway Safety Regulator Act, 2002 (Act No. 16 of 2002);
- h) South African Civil Aviation Authority in terms of the South African Civil Aviation Authority Act, 1998 (Act No. 40 of 1998); and
- i) South African Maritime Safety Authority in terms of the South African Maritime Safety Authority Act, 1998 (Act No. 5 of 1998). **Amdt 1**

In 4.2 mention is made of “statutory regulations”. In South Africa this is the National Road Traffic Act, 1996 (Act No. 93 of 1996) of the Department of Transport.

SANS 10229 consists of the following parts, under the general title *Transport of dangerous goods – Packaging and large packing for road and rail transport*:

Part 1: Packaging.

Part 2: Large packaging.

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 goods that are packed in accordance with the requirements of this standard should, in most instances, be acceptable for export by air and by sea. However, exporters are reminded that limitations with regard to mass or specific goods might differ in the case of other modes of transport and the requirements of the relevant standard then have to be observed.

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 dealing with dangerous goods 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/certification authority to notify the SABS Standards Division South Africa of any changes. The advice sheet will be available, free of charge, from the Standards Sales Department of the SABS Standards Division

B.2 and annex C of SANS 10228 are referenced in legislation. The contents of these annexes are regularly updated to keep up with the latest technology without the necessity to change legislation as well. For this reason the publication date of SANS 10228 is not given where B.2 and annex C are referred to in this standard.

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