

NAMS 10233:2018

First Edition

SANS 10233:2011

Edition 3.1

NAMIBIAN STANDARD

Transport of dangerous goods — Intermediate bulk containers for road and rail transport

This Namibian standard is the identical implementation of SANS 10233:2011 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 10233:2011 – Transport of dangerous goods — Intermediate bulk containers for road and rail transport 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 — Intermediate bulk containers for road and rail transport

SANS 10233:2011
Edition 3.1

Table of changes

Change No.	Date	Scope
Amdt 1	2011	Amended to state that this document is referenced in legislation, to align the List of packing instructions with the 15 th revised edition of the UN model regulations.

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 SANS document, by reference, forms part of the Regulation incorporating standard specifications into the National Road Traffic Regulations, as published by Government Notice No. 1249 (Government Gazette 22872) of 30 November 2001.

This document was published in February 2011.

This document supersedes SABS 10233:2008 (edition 3).

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

This document is referenced in the Regulations of the National Road Traffic Act, 1996 (Act No. 93 of 1996). **Amdt 1**

Reference is made in 3.1.4 and in 4.1 to the "relevant national competent authorities" designated for the control or regulation of a certain aspect of the transport of dangerous goods. In South Africa the "relevant national competent authorities" responsible for the transport, including the packaging, of dangerous goods are as follows:

- a) 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);
- b) Railway Safety Regulator in terms of the National Railway Safety Regulator Act, 2002 (Act No. 16 of 2002);
- c) South African Civil Aviation Authority in terms of the South African Civil Aviation Authority Act, 1998 (Act No. 40 of 1998);
- d) South African Maritime Safety Authority in terms of the South African Maritime Safety Act, 1998 (Act No. 5 of 1998);
- e) Chief Inspector of Explosives of the South African Police Services in terms of the Explosives Act, 1965 (Act No. 26 of 1956) (as amended);
- f) National Nuclear Regulator in terms of the Nuclear Regulator Act, 1999 (Act No. 47 of 1999);

Foreword *(concluded)*

g) Nuclear Energy Corporation of South Africa in terms of the Nuclear Energy Act, 1999 (Act No. 46 of 1999); and

h) Department of Health in terms of the Hazardous Substances Act, 1973 (Act No. 15 of 1973) (as amended).

Reference is made in 3.1.29 and in 4.1 to the "relevant national accreditation authority". In South Africa this means the South African National Accreditation System (SANAS).

Reference is made in 4.2 to the "relevant national statutory regulations". In South Africa this means the National Road Traffic Act, 1996 (Act No. 93 of 1996) of the Department of Transport.

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 arrive **by sea** and are packed in accordance with the IMDG code of IMO, are acceptable for inland transport by road and rail. 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 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 Standards South Africa of any changes. The advice sheet will be available, free of charge, from the Standards Sales Department of Standards South Africa.

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