

IMDG learner reference guide

Course companion. Training exercises only; do not use this guide as authorization for a real shipment.

References for this course

- IMDG Code, 2024 Edition, Amendment 42-24: current international edition for this course.
- Official December 2025 errata and corrigenda: apply the corrections when consulting the edition.
- Current U.S. Hazardous Materials Regulations and applicable PHMSA international-standards policy: additional conditions apply to U.S. shipments.
- Current carrier and port acceptance instructions for the actual route: acceptance conditions do not waive legal requirements.

A separate printed book purchase is not a course participation requirement. Course exercises use original reference sheets and primary-source links. Your employer should provide access to current requirements for actual work; an authorized electronic reference is an alternative to a printed Code. The course fee does not include a commercial IMDG publication or subscription.

Code navigation map

Task	Start here	Continue to
Understand training responsibilities	Chapter 1.3	Employer duties and U.S. training rules
Confirm classification	Part 2	Product data and relevant classification criteria
Find the substance or article entry	Chapter 3.2	Every applicable special provision and referenced instruction
Select a packing route	Part 4	Applicable instruction, special provisions and packaging performance rules
Mark and label packages	Chapter 5.2	Chapter 5.1 for overpacks and related consignment procedures
Mark and placard a cargo transport unit	Chapter 5.3	Actual load and applicable exceptions
Prepare documents and certifications	Chapter 5.4	U.S. supplemental requirements and actual shipment facts
Check stowage, segregation and CTU packing	Part 7	Entry-specific provisions, mixed-load rules and carrier responsibilities

Worked lookup: verified classification provided

For this exercise only, assume the product classification has already established **UN 1263, PAINT, class 3, packing group II**. This is a training premise, not a determination for an unidentified paint product.

1. Find the entry for the stated packing group. Other rows for the same UN number may have different conditions.
2. Identify the special provisions: 163 and 367.
3. Identify the packing instruction: P001, together with packing provision PP1.
4. Read the referenced provisions before selecting a packaging. Seeing a code in a row is the start of the check.
5. Complete the remaining entry and shipment checks before release. This exercise does not supply all conditions for a real shipment.

Source verification: official MSC.556(108), PDF page 610; chapter 3.3 special provisions 163 and 367. Do not reproduce the full Dangerous Goods List in the learner materials.

Actual-work lookup worksheet

- Product and classification evidence:
- Current edition and corrections checked:
- UN number, proper shipping name, class/subsidiary hazards and packing group:
- Marine pollutant status:
- Separate U.S. hazardous-substance/RQ screening (actual constituent amount per package and applicable criteria), identification and RQ marks/paperwork:
- U.S. hazardous-waste applicability, required Waste wording and manifest or documented applicable exception:
- Applicable special provisions:
- Packing instruction and additional packing provisions:
- Actual packaging and closure instructions checked:
- Marks and labels checked:
- Applicable quantity exception, if any, and every condition checked:
- Documentation and emergency contact/information checked:
- Mixed-load segregation and CTU packing checks:
- Exterior CTU UN-number display: check the specific trigger for packaged dangerous goods other than class 1, exceeding 4,000 kg gross, assigned one UN number and constituting the only dangerous goods in the unit:
- Carrier acceptance and required approvals:
- Remaining discrepancy and responsible reviewer:

An unanswered required field is a reason to resolve the issue before shipment, not a reason to guess.

Keep transport records

IMDG 5.4.6 sets an at-least-three-month retention requirement for the consignor/carrier transport document and specified additional information. Electronic copies must be printable. For the U.S. offeror providing a shipping paper, 49 CFR 172.201(e) generally requires two years from acceptance by the initial carrier, or three years for hazardous waste, with accessible copies and acceptance-date information. These are transport records, separate from employee training records. The vessel carrier's generally one-year rule is not the U.S. shipper's retention period. Apply the requirements for your actual role.

Official source links

<https://www.imo.org/en/publications/pages/imdg%20code.aspx>

[https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.556\(108\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.556(108).pdf)

https://wwwcdn.imo.org/localresources/en/publications/Documents/Supplements/English/QO200E_errata_December2025_PQ.pdf

<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C>

<https://www.phmsa.dot.gov/about-phmsa/hazardous-materials-training-requirements>