

Shipment verification workshop

Original course exercise. Use this sheet with Module 12. No separately purchased book is needed to answer the exercise questions. This sheet is not a transport document, complete Code entry, packaging authorization, or real-shipment release checklist.

Supplied case facts

You review a proposed U.S. shore-based shipment of packaged dangerous goods for vessel transport. Assume the documented product assessment correctly establishes **UN 1263, PAINT, class 3, packing group II** for this particular product. Do not infer that classification for other paints.

Record or observation	Supplied fact
Verified classification	UN 1263, PAINT, 3, II
Draft basic transport description	UN 1263, PAINT, 3, III
Package observation	Packages appear closed. The reviewer cannot establish that the actual manufacturer's closure instructions were followed.
Entry references already verified for the exercise	Packing-group-II row; special provisions 163 and 367; packing instruction P001; packing provision PP1.
Shipment status	Under review; no release authorization has been given.

The exercise supplies no packaging specification, quantity, package count, product flash point, marine pollutant determination, other-goods list, container inspection, or completed certifications. Missing facts are not negative answers and must not be invented. No quantity exception is established.

Reference principles supplied for this exercise

1. Use the row matching the documented classification. Do not select a different packing group to fit convenient packaging or copied paperwork.
2. Entry codes refer you to the applicable instructions and provisions. Reading P001 and PP1 in a row does not establish that a particular package is authorized. Actual selection also requires the full instructions, applicable special provisions, compatibility, performance and preparation checks.
3. Packages must be closed according to the manufacturer's information. An apparently shut lid does not establish compliance. Obtain instructions for the actual packaging and components; have a trained responsible person verify preparation or arrange appropriate safe inspection/rework. Do not invent tightening settings or substitute tape.
4. The basic transport description includes the identification number, proper shipping name, primary class and applicable subsidiary hazards, then packing group where assigned. Other required document information and declarations remain necessary.
5. Individually compliant packages do not establish permission for a mixed load. Check the complete load, general and entry-specific segregation provisions, applicable groups and subsidiary hazards, and cargo transport unit conditions.
6. The shipment declaration, container packing certificate, and course completion record have different purposes. The employer must ensure required training and testing cover the employee's assigned functions. Passing the course does not authorize this consignment.

Your review

Review item	Your answer
What differs between the classification and draft description?	
What basic description follows the supplied classification?	
Why is the closure observation unresolved?	
Which information and responsible review are needed to resolve it?	
Does correcting the description resolve the closure issue?	
Which missing shipment facts prevent a complete release decision?	
What status should this shipment retain on the supplied facts?	

Worked resolution

Keep the shipment on hold. The document has packing group III where the supplied classification establishes II. The corrected basic description is **UN 1263, PAINT, 3, II**. This is only the basic description, not a complete shipping document.

The closure review is independently unresolved. Obtain the actual manufacturer's instructions and have the responsible trained person establish compliant preparation or arrange appropriate safe corrective work. A photograph of a closed lid, a performance mark, tape, or a course certificate does not supply the missing basis.

Do not release after these two issues alone are resolved. In actual work, finish the full entry, packaging, identification, documentation, emergency-information, segregation, container, certification, route and carrier checks using the real shipment facts and the employer's release process. A discrepancy log is a useful workflow aid; this worksheet does not create an independent statutory form or record-retention period.

Source notes

Original teaching paraphrases based on the [official IMO Amendment 42-24 resolution](#): UN1263 packing-group-II row (PDF page 610), chapter 3.2; packaging 4.1.1 and 4.1.3; manufacturer information 6.1.1.4; documents and certifications 5.4.1–5.4.2; segregation and container packing 7.2–7.3; training 1.3. Apply the [December 2025 corrections](#). These limited factual references do not reproduce the Dangerous Goods List or complete instructions.

For actual U.S. work, also consult current [49 CFR Part 171 Subpart C](#), [training duties](#), and applicable carrier requirements. Course materials explain the current international edition and U.S. acceptance policy separately. Your employer should provide current applicable reference access; an authorized electronic resource may serve instead of a printed Code. The course fee does not include a commercial publication or subscription.

Additional U.S. and container release gates

Before an actual U.S. shipment, separately resolve hazardous-substance/reportable-quantity criteria and any hazardous-waste description/manifest obligations. RQ screening concerns the applicable material amount in a package and other statutory criteria, not a generic total shipment weight. Marine-pollutant status does not answer the RQ question. For exterior CTU UN numbers, check the full IMDG 5.3.2.1.1.2 packaged-load trigger: other than class 1, more than 4,000 kg gross, one UN number, and the only dangerous goods in the unit. Establish the applicable shipping-document retention process. These checks are additional reasons to keep this incomplete practice shipment on hold.