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**I.S. EN ISO 16104:2003**

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55.020

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**PACKAGING - TRANSPORT PACKAGING FOR  
DANGEROUS GOODS - TEST METHODS (ISO  
16104:2003)**

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## Packaging - Transport packaging for dangerous goods - Test methods (ISO 16104:2003)

Emballage - Emballage de transport pour marchandises dangereuses - Méthodes d'essai (ISO 16104:2003)

Verpackung - Verpackungen zur Beförderung gefährlicher Güter - Prüfverfahren (ISO 16104:2003)

This European Standard was approved by CEN on 7 June 2002.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and United Kingdom.



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## EN ISO 16104:2003 (E)

### Foreword

This document (EN ISO 16104:2003) has been prepared by Technical Committee CEN/TC 261, "Packaging", the secretariat of which is held by AFNOR, in collaboration with Technical Committee ISO/TC 122 "Packaging".

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by November 2003, and conflicting national standards shall be withdrawn at the latest by November 2003.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and the United Kingdom.

This European Standard has been submitted for reference into the RID and/or in the technical annexes of the ADR. Therefore in this context the standards listed in the normative references and covering basic requirements of the RID/ADR not addressed within the present standard are normative only when the standards themselves are referred to in the RID and/or in the technical annexes of the ADR.

Annexes A, B, D and F are informative.

Annexes C, E and G are normative.

This standard includes a Bibliography.

## **Introduction**

This Standard was developed to provide requirements and test procedures to meet the multi-modal United Nations Recommendations on the Transport of Dangerous Goods [1] and successful passing of the tests may lead to the allocation of an appropriate packaging mark (e.g. UN, RID/ADR). The UN Recommendations have been developed by the United Nations Committee of Experts on the Transport of Dangerous Goods as a "model regulation" (referred to in this document as the UN Recommendations) in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the need to ensure the safety of people, property and the environment. Amongst other aspects, the UN Recommendations cover principles of classification and definition of classes, listing of the principal dangerous goods, general packing requirements, testing procedures, marking, labelling or placarding, and shipping documents. There are in addition special recommendations related to particular classes of goods.

The UN Recommendations are given legal entity by the provisions of a series of international modal agreements and national legislation for the transport of dangerous goods. The international agreements include:

- The European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) (covering most of Europe). [2]
- Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) (covering most of Europe, parts of North Africa and the Middle East). [3]
- The International Maritime Dangerous Goods Code (IMDG Code) (worldwide). [4]
- The International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TIs) (worldwide). [5]

The application of this Standard will need to take account of the requirements of these international agreements and the relevant national regulations for domestic transport of dangerous goods.

Occasionally during adoption as a modal regulation the text has been modified; RID/ADR permit some variations to tests for light gauge metal packagings and these are included in annex A.

The cross references between this Standard, the UN Recommendations and the International Agreements are summarized in annex B.

It is important to note that there will be certain modal differences from the UN Recommendations and that the schedule for revision of the Recommendations and modal provisions may lead to temporary inconsistencies with this Standard, which is regularly updated to the latest version of the UN Recommendations.

It is noted that success in the tests and the allocation of an official UN mark do not on their own authorize the use of a packaging for any dangerous goods, which are subject to the packing instructions published in the various modal regulations.

This Standard is based on Revision 12 of the UN Recommendations.

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