Subject

Summary of the outcomes of MSC91

ClassNK
Technical Information

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To whom it may concern

A summary of the decisions taken at the ninety-first session of the Maritime Safety Committee (MSC 91) held from 26 to 30 November 2012 is presented hereunder for your information.

1. Adopted mandatory requirements
The main mandatory requirements adopted at the session are as follows.

(1) Protection against noise (Amendments to SOLAS II-1/3-12) (see Attachment 2)
Amendments to SOLAS II-1/3-12 were adopted, to strengthen the current recommendatory Code on noise levels on board ships (Resolution A.468(XII)) and make the code mandatory. (see 3. Code on noise levels on board ships made mandatory below)

Application:
New ships of 1,600 gross tonnage and above:
- for which the building contract is placed on or after 1 July 2014; or,
- in the absence of building contract, constructed (keel-laid) on or after 1 January 2015; or,
- the delivery of which is on or after 1 July 2018

(2) Containment of fire (Amendments to SOLAS II-2/9) (see Attachment 2)
Amendments to SOLAS II-2/9 were adopted, to strengthen the criteria for the fire integrity, requiring "A-30" class divisions for bulkheads and decks for ro-ro and vehicle spaces and "A-0" class divisions for open decks of ro-ro spaces, etc. regarding passenger ships carrying not more than 36 passengers and cargo ships.

Application:
- New ships constructed (keel-laid) on or after 1 July 2014

(3) Fixed local application fire-fighting systems (Amendments to SOLAS II-2/10.5.6.3) (see Attachment 2)
Amendments to SOLAS II-2/10.5.6.3 were adopted, to expand the scope of application of the fixed local application fire-fighting systems to all internal combustion machinery in machinery spaces of category A.

(To be continued)

Application:
- New ships constructed (keel-laid) on or after 1 July 2014

(4) Fire-fighter's communication (Amendments to SOLAS II-2/10.4) (see Attachment 2)
Amendments to SOLAS II-2/10.4 were adopted, to require a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication. Those two-way portable radiotelephone apparatus shall be intrinsically safe or of an explosion- proof type.

Application:
- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements not later than the first survey after 1 July 2018.

(5) Types of fire-fighter's outfits (Amendments to SOLAS II-2/1 & 10) (see Attachment 2)
Amendments to SOLAS II-2/1 & 10 were adopted, to require an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder of fire-fighter's self-contained breathing apparatus has been reduced. A breathing apparatus with blowing system (which can supply air by horse and pump and is installed on ships keel-laid before 1 July 2002) is exempted.

Application:
- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by 1 July 2019.

(6) Means of recharging breathing apparatus (Amendments to SOLAS II-2/15) (see Attachment 2)
Under the current SOLAS regulation, two spare cylinders of self-contained breathing apparatus of fire-fighter's outfit (one spare cylinder suffices in case ship has a recharging system) shall be onboard ships.
Amendments to SOLAS II-1/15 were adopted, to require an onboard means of recharging breathing apparatus used during drills or a suitable number of spare cylinders shall be carried on board to replace those used.

Application:
- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by 1 July 2014.

(To be continued)

(7) Protection of vehicle, special category and ro-ro spaces (Amendments to SOLAS II-2/20) (see Attachment 2)
Amendments to SOLAS II-2/20 were adopted, in which a fixed gas fire-extinguishing system, a fixed high-expansion foam fire-extinguishing system or a fixed water-based fire-fighting system are prescribed in order to clarify the requirements of fixed fire-extinguishing systems for ro-ro spaces and vehicle spaces.

Application:
- New ships constructed (keel-laid) on or after 1 July 2014

(8) Recovery of persons from the water (Amendments to SOLAS III/17-1) (see Attachment 2)
Amendments to SOLAS III/17-1 were adopted, to make it mandatory to have ship-specific plans and procedures for the recovery of persons from the water taking into account the guidelines developed by IMO. (see 4. Plan and procedures for the recovery of persons from the water (SOLAS III) below)

Application:
- New ships constructed (keel-laid) on or after 1 July 2014
- Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by the periodical or renewal survey of ships to be carried out after 1 July 2014, whichever comes first.

(9) Amendments to the International Code for Fire Safety Systems (FSS Code) (see Attachment 3)
Following amendments to the FSS Code were adopted.
(i) Adding an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to fire-fighter's outfits. (Chapter 3)
(ii) As spaces to be equipped with visual and audible warning of the release of fire-extinguishing medium, container holds equipped with integral reefer containers and spaces accessible by doors or hatches are designated. The minimum time of gas discharge into container cargo spaces and general cargo spaces is stipulated. (Chapter 5)
(iii) Newly developing the requirements for a fixed pressure water-spraying fire-extinguishing system to be installed in ro-ro spaces. (Chapter 7)
(iv) Clarifying that an average application rate of automatic sprinklers is to be calculated based on the gross horizontal projection of the area to be covered. (Chapter 8)
(v) Additionally designating a cargo control room as a place to be equipped with an indicating unit of the fixed fire detection system. (Chapter 9)
(vi) Requiring a diesel-driven power source for the fixed emergency fire pump shall be fitted with an electric heating, for such pump will not be started promptly in cold condition. (Chapter 12)

(To be continued)

(vii) Regarding the means of escape of passenger ships, clarifying that intermediate landings are not taken as landings. (Chapter 13)
(viii) Revising the requirements for a fixed deck foam system installed on vessels carrying the liquid substances listed in the IBC Code. (Chapter 14)

Application:
- on or after 1 July 2014

(10) Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (see Attachment 4)
Amendments to Chapter 17, 18, and 19 of the IBC Code were adopted. The amendments will be mainly addition of newly assessed substances and re-assessment of some substances to update electrical apparatus group.

Application:
- on or after 1 June 2014

2. Approved mandatory requirements
Mandatory requirements that are scheduled to be adopted at the next session MSC 92 (June 2013) or Assembly (A28 at the end of 2013) were approved at MSC 91 as follows:
(1) Amendments to the ISM Code to explain technical terms of the code and to add the requirements that a company should regularly confirm ISM related tasks are properly carried out.
(2) Amendments to SOLAS Chapter III to add that the seafarers who enter into closed spaces and are engaged in rescue work are to undergo training on board at least once in two months.
(3) Amendments to SOLAS Chapter III to require the muster (ex. explanation on how to use of lifejackets) "prior to or immediately upon departure", instead of "within 24 hours after the embarkation" for a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 hours. (see 5. Passenger ship safety below)

3. Code on noise levels on board ships made mandatory (see Attachment 1)
At MSC83 held in October 2007, European countries proposed to strengthen the Code on noise levels on board ships (Resolution A.468(XII), non-mandatory), which recommends to limit the noise from machinery spaces and noise exposure of crews to a certain level for their health as well as to make it mandatory. In this regard, the noise levels, measurement of noise and measurement apparatus have been under review.
At this session, amendments to the code and SOLAS II-1/3-12 making the code mandatory, which was approved at MSC90 held in May 2012, were adopted with some modifications. The code consists of mandatory part and non-mandatory part.
In adoption, after the discussions over the documents including those IACS submitted with ClassNK's initiative such as a proposal to make impractical requirements recommendatory, and to clarify the ambiguous requirements and those China submitted such as a proposal of the application date, the following clarifications and modifications were made:

(To be continued)

(1) To make the measurement of noise in operating conditions in port regulated in the code recommendatory (for some reasons such as that it is difficult for gas carriers to reproduce the actual loading condition before delivery).
(2) To clarify that the requirement to limit the noise level of "Workshop" not more than 85dB(A) applies to "Workshop" outside of the machinery space and that "Workshop" inside of the machinery space is to be regarded as a machinery space and therefore its limit of noise levels shall be 110dB(A).
(3) The effective date is to be set based on a building contract, not a keel-laying date.

4. Plans and procedures for the recovery of persons from the water (SOLAS III)

At MSC81 held in May 2006, amendments to SOLAS was proposed to make it mandatory for all ships to install a system specialized for the recovery of persons for the purpose of rescuing persons of other ships on drift due to a maritime casualty.

However, since the performance standards of the system have not yet been developed, the draft amendments were suspended and the consideration on the standards has been started.

After the six years of discussion, it was concluded that it is impractical to require all the vessels to install a system based on the uniform performance standards, for the recovery of persons depends on the specifications of each vessel including the size and shape.

On the other hand, the clarification should be provided for the rescue work of the ship proceeding to the assistance of those in distress at sea upon request of the authority in accordance with SOLAS V/33. In this regard, it was agreed to make it mandatory that all ships develop and install on board ship-specific plans and procedures for the rescue and recovery of persons from the water.

At this session, amendments of SOLAS III/17-1 to mandate all ships to keep on board plans and procedures for the recovery of persons from the water and the resolution to encourage the application of the said requirements to ships exempted from SOLAS III were adopted. Also the guidelines for the development of the plans and procedures were approved. The guidelines incorporate the plans and procedures for the recovery persons from the water into paragraph 8 of the ISM Code Part A "Emergency Preparedness".

The above will be applied to ships constructed (keel-laid) on or after 1 July 2014. Existing ships (ships constructed before 1 July 2014) shall comply with the requirements by the periodical or renewal survey of ships to be carried out after 1 July 2014, whichever comes first.

5. Passenger ship safety

In responding to the Costa Concordia incident, which occurred in January 2012 in Italy, MSC at its 90th session agreed to classify the countermeasures into two categories: operational safety measures to be implemented speedily (short-term measures) and safety measures to be implemented after the examination based on the outcome of the investigation (long-term measures), for the purpose of reviewing the standard regarding the passenger ship safety.

(To be continued)

At this session, while Italy reported that the investigation of the incident had not yet finished, amendments to SOLAS were developed as short-term measures in accordance with the tentative recommended voluntary measures, which were agreed at the previous session. The current regulation requires that "for a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 hours, the muster of newly-embarked passengers should be provided within 24 hours after the embarkation". However, the amendments require the muster "prior to or immediately upon departure".
Further, the followings were added to the tentative recommended voluntary measures. (see below (6), (7) & (8))

- Tentative recommended voluntary measures for the safety of passenger ships
  The review of following items in accordance with the conditions of each ship is recommended to owners of passenger ships engaged on international voyage to enhance the passenger ship safety:
  (1) carrying additional lifejackets at the places other than cabins
  (2) the adequacy of the dissemination and communication of the emergency instructions for passengers
  (3) carrying out the muster for passengers prior to departure if passengers are scheduled to be on board for more than 24 hours
  (4) limiting access to the bridge
  (5) ensuring that the voyage is in accordance with the voyage plan
  (6) enhancement of emergency instructions to passengers (adding the instructions on the timing to put a life jacket and confirmation of escape routes) [newly added]
  (7) recording the nationalities of passengers and crews [newly added]
  carrying out the drills for crews to be prepared for the rescue boat embarkation of passengers. [newly added]
  (8) carrying out the drills for crews to be prepared for the rescue boat embarkation of passengers. [newly added]

6. Interim guidelines for determining minimum propulsion power relating to EEDI
   To avoid the constructions of ships with immoderate decrease in speed for the purpose of improving the EEDI figures, MEPC has been discussing the guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions.
   MEPC at its 64th session held in October 2012 discussed the requirements of minimum propulsion power regarding EEDI (Energy Efficiency Design Index) requirements and agreed to develop the draft guidelines at a correspondence group by MEPC 65, which will be held in May 2013. On the other hand, MEPC also agreed to approve, at MSC91, the interim measures to be used from 1 January 2013 up until development of the guidelines.
   Responding to the above, MSC at its 91st session approved the interim guidelines based on the outcome of MEPC64.

A summary of the outcomes of MSC91 is also available on the IMO web-site (http://www.imo.org).

(To be continued)

For any questions about the above, please contact:

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Attachment:

1. Code on noise levels on board ships (Resolution MSC.337(91))
2. Amendments to SOLAS II-1, II-2 and III (Resolution MSC.338(91))
3. Amendments to the International Code for Fire Safety Systems (FSS Code) (Resolution MSC.339(91))
4. Amendments to the International Code for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (Resolution MSC.340(91))

ANNEX 1

RESOLUTION MSC.337(91)
(adopted on 30 November 2012)

ADOPTION OF THE CODE ON NOISE LEVELS ON BOARD SHIPS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolutions A.343(IX) and A.468(XII) by which the Assembly of the Organization adopted the Recommendation on methods of measuring noise levels at listening posts and the Code on noise levels on board ships, respectively,

RECOGNIZING the need to establish mandatory noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships, taking into account experience gained with regard to noise control and allowable exposure levels since the adoption of resolution A.468(XII),

NOTING regulation II-1/3-12 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (hereinafter referred to as "the Convention"), adopted by resolution MSC.338(91), concerning protection against noise,

NOTING ALSO that the aforementioned regulation II-1/3-12 provides that ships shall be constructed to reduce onboard noise and to protect personnel from noise in accordance with the Code on noise levels on board ships (hereinafter referred to as "the Code"),

HAVING CONSIDERED, at its ninety-first session, the recommendation made by the Sub-Committee on Ship Design and Equipment, at its fifty-sixth session,

1. ADOPTS the Code on noise levels on board ships, the text of which is set out in the annex to the present resolution;

2. INVITES Contracting Governments to the Convention to note that the Code will take effect on 1 July 2014 upon entry into force of regulation II-1/3-12 of the Convention;

3. REQUESTS the Secretary-General to transmit certified copies of this resolution and the text of the Code, contained in the annex, to all Contracting Governments to the Convention;

4. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and the annex to all Members of the Organization which are not Contracting Governments to the Convention.

* * *

ANNEX

CODE ON NOISE LEVELS ON BOARD SHIPS

PREAMBLE

1 The Code on noise levels on board ships (hereinafter referred to as "the Code") has been developed to provide international standards for protection against noise regulated by regulation II-1/3-12 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. Although the Code is legally treated as a mandatory instrument under the SOLAS Convention, certain provisions of the Code remain recommendatory or informative (see paragraph 1.1.3).

2 These regulations, recommendations and advice are intended to provide Administrations with the tools to promote "hearing saving" environments on board ships. This is, however, a dynamic topic, dealing with the human and technical environments in which they interface. Rules and recommendations will necessarily evolve, on a case-by-case basis, as a result of various technological as well as safety management practice developments. For this reason Administrations are encouraged to pass on experience and information received from recognized organizations, ship operators and equipment designers to improve this Code.

3 The Code has been developed having regard to conventional passenger and cargo ships. While certain types and sizes of ships have been excluded from its application, it should be recognized that full application to ships which differ appreciably from the conventional types of ships regarding design or operations might need specific consideration.

4 The Organization adopted a Recommendation on methods of measuring noise levels at listening posts (resolution A.343(IX)), which this Code is not intended to supersede. That Recommendation relates to interference by shipborne noise with the proper reception of external audible navigation signals and although the methods of measuring noise levels in accordance with the Recommendation and with the Code differ, these documents are to be considered compatible inasmuch as this Code is concerned primarily with the effect of noise on health and comfort. Care will be needed to ensure that there is compatibility between the general requirements and the requirements for audibility of navigation signals.

CHAPTER 1 – GENERAL

1.1 Scope

1.1.1 The Code is intended to provide standards to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. These standards were developed to address passenger and cargo ships. Since some sizes and certain service types of ships have been exempted from these requirements, it should be recognized that full application of the Code to ships that differ appreciably from conventional ships will require special considerations. The Code is intended to provide the basis for a design standard, with compliance based on the satisfactory conclusion of sea trials that result in issuance of a Noise Survey Report. Ongoing operational compliance is predicated on the crew being trained in the principles of personal protection and maintenance of mitigation measures. These would be enforced under the dynamic processes and practices put in place under SOLAS chapter IX.

1.1.2 Requirements and recommendations are made for:

.1 measurement of noise levels and exposure;

.2 protecting the seafarer from the risk of noise-induced hearing loss under conditions where at present it is not feasible to limit the noise to a level which is not potentially harmful;

.3 limits on acceptable maximum noise levels for all spaces to which seafarers normally have access; and

.4 verification of acoustic insulation between accommodation spaces.

1.1.3 Although this Code is legally treated as a mandatory instrument under the SOLAS Convention, the following provisions of this Code remain recommendatory, options for compliance, or informative in nature:

Paragraphs 1.3.2 and 1.3.3
Paragraphs 3.4.2 and 3.4.3
Chapter 5
Section 6.3
Section 7.3
Appendix 2
Appendix 3
Appendix 4

1.2 Purpose

The purpose of the Code is to limit noise levels and to reduce seafarers' exposure to noise, in order to:

.1 provide for safe working conditions by giving consideration to the need for speech communication and for hearing audible alarms, and to an environment where clear-headed decisions can be made in control stations, navigation and radio spaces and manned machinery spaces;

.2 protect the seafarer from excessive noise levels which may give rise to a noise-induced hearing loss; and

.3 provide the seafarer with an acceptable degree of comfort in rest, recreation and other spaces and also provide conditions for recuperation from the effects of exposure to high noise levels.

1.3 Application

1.3.1 The Code applies to new ships of a gross tonnage of 1,600 and above.

1.3.2 The specific provisions relating to potentially hazardous noise levels, mitigation and personal protective gear contained in the Code may be applied to existing ships of a gross tonnage of 1,600 and above, as far as reasonable and practical, to the satisfaction of the Administration.

1.3.3 The Code may be applied to new ships of a gross tonnage of less than 1,600 as far as reasonable and practical, to the satisfaction of the Administration.

1.3.4 The Code does not apply to:

.1 dynamically supported craft;

.2 high-speed craft;

.3 fishing vessels;

.4 pipe-laying barges;

.5 crane barges;

.6 mobile offshore drilling units;

.7 pleasure yachts not engaged in trade;

.8 ships of war and troopships;

.9 ships not propelled by mechanical means;

.10 pile driving vessels; and

.11 dredgers.

1.3.5 The Code applies to ships in port or at sea with seafarers on board.

1.3.6 Dispensations from certain requirements may in special circumstances be granted by the Administration, if it is documented that compliance will not be possible despite relevant and reasonable technical noise reduction measures. Such dispensation shall not include cabins, unless exceptional circumstances prevail. If dispensation is granted, it shall be ensured that the goal of this Code is achieved, and the noise exposure limits shall be considered in conjunction with chapter 5.

1.3.7 For ships designed for and employed on voyages of short duration, or on other services involving short periods of operation of the ship, to the satisfaction of the Administration, paragraphs 4.2.3 and 4.2.4 may be applied only with the ship in the port condition, provided that the periods under such conditions are adequate for seafarers' rest and recreation.

1.3.8 The Code is not intended to apply to passenger cabins and other passenger spaces, except in so far as they are work spaces and are covered by the provisions of the Code.

1.3.9 In case of repairs, alterations and modifications of a major character and outfitting related thereto of existing ships, it shall be ensured that areas, in which changes have been made, meet the requirements of this Code for new ships, insofar as the Administration deems reasonable and practicable.

1.3.10 The Code covers only noise sources related to the ship such as machinery and propulsion but does not include wind/wave/ice noise, alarms, public address systems, etc.

1.4 Definitions

For the purpose of the Code the following definitions apply. Additional definitions are given elsewhere in the Code.

1.4.1 *Accommodation spaces:* Cabins, offices (for carrying out ship's business), hospitals, messrooms, recreation rooms (such as lounges, smoke rooms, cinemas, gymnasiums, libraries and hobbies and games rooms) and open recreation areas to be used by seafarers.

1.4.2 *Apparent weighted sound reduction index* R'_w: A single number value expressed in decibels (dB) which describes the overall sound insulation performance in situ of walls, doors or floors provides (see ISO 717-1:1996 as amended by 1:2006).

1.4.3 *A-weighted equivalent continuous sound level* $L_{Aeq}(T)$*:* A-weighted sound pressure level of a continuous steady sound that, within a measurement time interval, T, has the same mean square sound pressure as a sound under consideration which varies with time. It is expressed in decibels A (dB(A)) and is given by the following equation:

$$L_{Aeq,T} = 10log\frac{1}{T}\int_0^T \frac{pa(t)^2}{{p_0}^2}.dt$$

where: T = measurement time
p_a (t) = A-weighted instantaneous sound pressure
p_o = 20 µPa (the reference level).

1.4.4 *A-weighted sound pressure level or noise level:* The quantity measured by a sound level meter in which the frequency response is weighted according to the A-weighting curve (see IEC 61672-1).

1.4.5 *C-weighted equivalent continuous sound level* $L_{Ceq}(T)$*:* C-weighted sound pressure level of a continuous steady sound that within a measurement time interval, T, has the same mean square sound pressure as a sound under consideration which varies with time. It is expressed in decibels C (dB(C)) and is given by the following equation:

$$L_{Ceq,T} = 10log\frac{1}{T}\int_0^T \frac{pc(t)^2}{{p_0}^2}.dt$$

where: T = measurement time
p_c (t) = C-weighted instantaneous sound pressure
p_o = 20 µPa (the reference level).

1.4.6 *C-weighted peak sound level L_{Cpeak}*: C-weighted maximum instantaneous sound pressure level. It is expressed in decibels C (dB(C)) and is given by the following equation:

$$L_{Cpeak} = 10\log \frac{p_{peak}^{\ 2}}{p_0^{\ 2}}$$

where: p_{peak} = C-weighted maximum instantaneous sound pressure
p_o = 20 µPa (the reference level).

1.4.7 *C-weighted sound pressure level or noise level:* The quantity measured by a sound level meter in which the frequency response is weighted according to the C-weighting curve (see IEC 61672-1 (2002-05)).

1.4.8 *Continuously manned spaces:* Spaces in which the continuous or prolonged presence of seafarers is necessary for normal operational periods.

1.4.9 *Crane barge:* A vessel with permanently installed cranes designed principally for lifting operations.

1.4.10 *Daily noise exposure level ($L_{ex,24h}$)* represents the equivalent noise exposure level for a period of 24 hours.

$$L_{ex,24h} = L_{Aeq},T + 10 \log(T/T_0)$$

where: T is the effective duration on board
T_0 is the reference duration 24 h.

The total equivalent continuous A-weighted sound pressure level (L_{Aeq} T), shall be calculated by using the different noise levels (L_{Aeq}, T_i) and associated time periods with the following equation:

$$L_{Aeq,T} = 10 \lg \left[\frac{1}{T} \sum_{i=1}^{n} (T_i \times 10^{0,1 L_{Aeq,T_i}}) \right]$$

where

L_{Aeq,T_i} is the equivalent continuous A-weighted sound pressure level, in decibels, averaged over time interval T_i;

$$T = \sum_{i=1}^{n} T_i$$

$L_{ex,24h}$ = $L_{Aeq,24h}$ when seafarers are on board over a period of 24 hours.

1.4.11 *Dredger:* A vessel undertaking operations to excavate bottom sediment, where the vessel has permanently installed excavation equipment.

1.4.12 *Duty stations:* Those spaces in which the main navigating equipment, the ship's radio or the emergency source of power are located or where the fire recording or fire control equipment is centralized and also those spaces used for galleys, main pantries, stores (except isolated pantries and lockers), mail and specie rooms, workshops other than those forming part of the machinery spaces and similar such spaces.

1.4.13 *Dynamically supported craft:* A craft which is operable on or above water and which has characteristics different from those of conventional displacement ships. Within the aforementioned generality, a craft which complies with either of the following characteristics:

.1 the weight, or a significant part thereof, is balanced in one mode of operation by other than hydrostatic forces;

.2 the craft is able to operate at speeds such that the function $\frac{v}{\sqrt{gL}}$ is equal to or greater than 0.9, where "v" is the maximum speed, "L" is the water-line length and "g" is the acceleration due to gravity, all in consistent units.

1.4.14 *Existing ship: A* ship which is not a new ship.

1.4.15 *Fishing vessel:* A vessel used commercially for catching fish, whales, seals, walrus or other living resources of the sea.

1.4.16 *Hearing loss:* Hearing loss is evaluated in relation to a reference auditory threshold defined conventionally in ISO Standard 389-1(1998). The hearing loss corresponds to the difference between the auditory threshold of the subject being examined and the reference auditory threshold.

1.4.17 *Hearing protector:* A device worn to reduce the level of noise reaching the ears. Passive noise-cancelling headsets block noise from reaching the ear. Active noise-cancelling headphones generate a signal that cancels out the ambient noise within the headphone.

1.4.18 *Integrating sound level meter:* A sound level meter designed or adapted to measure the level of the mean squared time averaged A-weighted and C-weighted sound pressure.

1.4.19 *Machinery spaces:* Any space which contains steam or internal-combustion machinery, pumps, air compressors, boilers, oil fuel units, major electrical machinery, oil filling stations, thrusters, refrigerating, stabilizing, steering gear, ventilation and air conditioning machinery, etc., and trunks to such spaces.

1.4.20 *Mobile offshore drilling unit:* A vessel capable of engaging in drilling operations for the exploration for, or exploitation of, resources beneath the seabed, such as liquid or gaseous hydrocarbons, sulphur or salt.

1.4.21 *Navigating bridge wings:* Those parts of the ship's navigating bridge extending towards the ship's sides.

1.4.22 *New ship:* means a ship to which this Code applies in accordance with SOLAS regulation II-1/3-12.1.

1.4.23 *Noise:* For the purpose of the Code all sound which can result in hearing impairment, or which can be harmful to health or be otherwise dangerous or disruptive.

1.4.24 *Noise induced hearing loss:* A hearing loss, originating in the nerve cells within the cochlea, attributable to the effects of sound.

1.4.25 *Noise level:* See A-weighted sound pressure level (paragraph 1.4.4).

1.4.26 *Occasional exposures:* Those exposures typically occurring once per week, or less frequently.

1.4.27 *Pile driving vessel:* A vessel undertaking operations to install pilings in the seabed.

1.4.28 *Pipe-laying barge:* A vessel specifically constructed for, or used in conjunction with, operations associated with the laying of submarine pipelines.

1.4.29 *Port condition:* The condition in which all machinery solely required for propulsion is stopped.

1.4.30 *Potentially hazardous noise levels:* Those levels at and above which persons exposed to them without protection are at risk of sustaining a noise induced hearing loss.

1.4.31 *Repairs, alterations and modifications of a major character:* means a conversion of a ship which substantially alters the dimensions, carrying capacity or engine power of the ship, which change type of the ship, which otherwise so alters the ship that, if it were a new ship, it would become subject to the relevant provisions.

1.4.32 *Sound:* Energy that is transmitted by pressure waves in air or other materials and is the objective cause of the sensation of hearing.

1.4.33 *Sound pressure level L_p or SPL:* Sound pressure level expressed in decibel (dB), of a sound or noise given by the following equation:

$$L_p = 10\log\frac{p^2}{p_0{}^2}$$

where: p = sound pressure, in Pascal
p_o = 20 µPa (the reference level).

1.4.34 *Voyages of short duration:* Voyages where the ship is not generally underway for periods long enough for seafarers to require sleep, or long off-duty periods, during the voyages.

1.4.35 *Weighted sound reduction index, R_w:* A single number value expressed in decibels (dB) which describes the overall sound insulation performance (in laboratory) of walls, doors or floors provides (see ISO 717-1:1997 as amended by 1:2006).

CHAPTER 2 – MEASURING EQUIPMENT

2.1 Equipment specifications

2.1.1 *Sound level meters*

Measurement of sound pressure levels shall be carried out using precision integrating sound level meters subject to the requirements of this chapter. Such meters shall be manufactured to IEC 61672-1(2002-05)[1] type/class 1 standard as applicable, or to an equivalent standard acceptable to the Administration[2].

[1] Recommendation for sound level meters.

[2] Sound level meters class/type 1 manufactured according to IEC 651/IEC 804 may be used until 1 July 2016.

2.1.2 *Octave filter set*

When used alone, or in conjunction with a sound level meter, as appropriate, an octave filter set shall conform to IEC 61260 (1995)[3] or an equivalent standard acceptable to the Administration.

2.2 Use of equipment

2.2.1 *Calibration*

Sound calibrators shall comply with the standard IEC 60942 (2003-01) and shall be approved by the manufacturer of the sound level meter used.

2.2.2 *Check of measuring instrument and calibrator*

Calibrator and sound level meter shall be verified at least every two years by a national standard laboratory or a competent laboratory accredited according to ISO 17025 (2005) as corrected by (Cor 1:2006).

2.2.3 *Microphone wind screen*

A microphone wind screen shall be used when taking readings outside, e.g. on navigating bridge wings or on deck, and below deck where there is any substantial air movement. The wind screen should not affect the measurement level of similar sounds by more than 0.5 dB(A) in "no wind" conditions.

CHAPTER 3 – MEASUREMENT

3.1 General

3.1.1 On completion of the construction of the ship, or as soon as practicable thereafter, measurement of noise levels in all spaces specified in chapter 4 shall take place under the operating conditions specified in sections 3.3 and 3.4 and shall be suitably recorded as required by section 4.3.

3.1.2 Measurements of the A-weighted equivalent continuous sound level, $L_{Aeq}(T)$ shall be made for the purpose of ensuring compliance with chapter 4.

3.1.3 Measurements of the C-weighted equivalent continuous sound level $L_{Ceq}(T)$ and the C-weighted peak sound level L_{Cpeak} shall be made in spaces where $L_{Aeq}(T)$ exceeds 85 dB(A) for the purpose of determining appropriate hearing protection according to the HML-method, see chapter 7 and appendix 2.

3.2 Personnel requirements

3.2.1 In order to ensure an acceptable and comparable quality of the measurement results and the reports the measuring institutes or experts shall prove their competence with view to noise measurements.

[3] Octave-band and fractional-octave-band filters.

3.2.2 This person conducting measurements shall have[4]:

.1 knowledge in the field of noise, sound measurements and handling of used equipment;

.2 training concerning the procedures specified in this Code.

3.3 Operating conditions at sea trials

3.3.1 Measurements should be taken with the ship in the loaded or ballast condition. The course of the ship shall be as straight as possible. The actual conditions during the measurements shall be recorded on the survey report.

3.3.2 Noise measurements shall be taken at normal service speed and, unless otherwise addressed in the provisions below, no less than 80% of the maximum continuous rating (MCR). Controllable pitch and Voith-Schneider propellers, if any, shall be in the normal seagoing position. For special ship types and for ships with special propulsion and power configurations, such as diesel-electric systems, the Administration may, in cooperation with the shipyard and shipowners, give due consideration to actual ship design or operating parameters when applying the requirements of paragraphs 3.3.1 and 3.3.2.

3.3.3 All machinery, navigation instruments, radio and radar sets, etc., normally in use at normal seagoing condition and levels, including squelch shall operate throughout the measurement period. However, neither energized fog signals nor helicopter operations shall take place during the taking of these measurements.

3.3.4 Measurements in spaces containing emergency diesel engine driven generators, fire pumps or other emergency equipment that would normally be run only in emergency, or for test purposes, shall be taken with the equipment operating. Measurements are not intended for determining compliance with maximum noise level limits, but as a reference for personal protection of seafarers carrying out maintenance, repair and test activities in such spaces.

3.3.5 Mechanical ventilation, heating and air-conditioning equipment shall be in normal operation, taking into account that the capacity shall be in accordance with the design conditions.

3.3.6 Doors and windows should in general be closed.

3.3.7 Spaces should be furnished with all necessary equipment. Measurements without soft furnishings may be taken but no allowance should be made for their absence. Rechecks or follow-up readings may be taken with soft furnishings included.

3.3.8 Ships fitted with bow thrusters, stabilizers, etc., may be subject to high noise levels when this machinery is in operation. For thrusters, measurements shall be made at 40% thruster power and the ship's speed shall be appropriate for thruster operation. Measurements shall be taken at positions around such machinery when in operation and in adjacent accommodation spaces and duty stations. If such equipment is intended for continuous operation, e.g. stabilizers, measurements shall be made for ensuring compliance with chapter 4. If such systems are intended for short temporary use only, for instance during port manoeuvres, measurements are only relevant for ensuring compliance with chapter 5 on noise exposure.

[4] Testing institutions which support a quality management system according to ISO 17020/25 are considered to fulfil these requirements.

3.3.9 In case of ships with Dynamical Positioning (DP), which is intended for use in normal working condition, additional noise measurements at DP mode shall be made at control stations, duty stations, and accommodation spaces to ensure that the maximum noise level limits in these spaces are not exceeded. The Administration, classification societies, shipyard and DP designers, as appropriate, shall agree on a process to simulate the operation of the DP thruster system under conditions which would approximate station-holding at or above 40 per cent of maximum thruster power for design environmental conditions that the ship operates in.

3.4 Operating conditions in port

3.4.1 Measurements as specified in paragraphs 3.4.2, 3.4.3 and 3.4.4 relate to the ship in port condition.

3.4.2 When the noise from the ship's cargo handling equipment may lead to noise above maximum levels in duty stations and accommodation spaces affected by its operation, measurements should be taken. Noise originating from sources external to the ship should be discounted as indicated in paragraph 3.5.3.

3.4.3 Where the ship is a vehicle carrier and noise during loading and discharging originates from vehicles, the noise level in the cargo spaces and the duration of the exposure should be considered in conjunction with chapter 5. Such noise levels originating from vehicles may be estimated theoretically by the shipyard and shipowners in cooperation with the Administration.

3.4.4 Measurements shall be taken in machinery spaces with the machinery operating in the port condition if the provisions of paragraph 5.3.5 in respect of hearing protection shall be met in lieu of the provisions of paragraph 4.2.1 during maintenance, overhaul or similar port conditions.

3.5 Environmental conditions

3.5.1 The readings obtained may be affected if the water depth is less than five times the draught or if there are large reflecting surfaces in the ship's vicinity. Such conditions shall therefore be noted in the noise survey report.

3.5.2 The meteorological conditions such as wind and rain, as well as sea state, should be such that they do not influence the measurements. Wind force 4 and 1 m wave height should not be exceeded. If this cannot be achieved, the actual conditions shall be reported.

3.5.3 Care shall be taken to see that noise from extraneous sound sources, such as people, entertainment, construction and repair work, does not influence the noise level on board the ship at the positions of measurement. If necessary, measured values may be corrected for steady state background noise according to the energy summation principle.

3.6 Measurement procedures

3.6.1 During noise level measurement, only seafarers necessary for the operation of the ship and persons taking the measurements shall be present in the space concerned.

3.6.2 Sound pressure level readings shall be taken in decibels using an A-weighting (dB(A)) and C-weighting (dB(C)) filter and if necessary also in octave bands between 31.5 and 8,000 Hz.

3.6.3 The noise level measurements shall be taken with the integrating sound level meter using spatial averaging (as described in paragraph 3.13.1) and over a time period until stable readings are found or at least 15 s in order to represent the average value from variations due to irregular operation or variations in the sound field. Readings shall be made only to the nearest decibel. If first decimal of the dB reading is 5 or higher, the reading shall be made to nearest higher integer.

3.7 Determination of noise exposure

In addition to the continuous sound level measurements the noise exposure level of seafarers (see chapter 5) shall be determined based upon ISO 9612:2009. A simplified procedure based on ISO 9612 and a work place related noise exposure is given in appendix 4.

3.8 Calibration

The sound level meter shall be calibrated with the calibrator referred to in paragraph 2.2.1 before and after measurements are taken.

3.9 Measurement uncertainties

The uncertainty of measurements on board vessels depends on several factors, for example, measurement techniques and environmental conditions. Measurements made in conformity with this Code with few exceptions results in reproducibility standard deviation of the equivalent continuous A-weighted sound pressure level equal to or less than 1.5 dB.

3.10 Points of measurement

3.10.1 *Measurement positions*

If not otherwise stated, measurements shall be taken with the microphone at a height of between 1.2 m (seated person) and 1.6 m (standing person) from the deck. The distance between two measurement points should be at least 2 m, and in large spaces not containing machinery, measurements should be taken at intervals not greater than 10 m throughout the space including positions of maximum noise level. In no case shall measurements be taken closer than 0.5 m from the boundaries of a space. The microphone positions shall be as specified in paragraphs 3.10.3 and sections 3.11 to 3.14. Measurements shall be taken at positions where the personnel work, including at communication stations.

3.10.2 *Duty stations*

The noise level shall be measured at all points where the work is carried out. Additional measurements shall be performed in spaces containing duty stations if variations in noise level are thought to occur in the vicinity of the duty stations.

3.10.3 *Intake and exhaust openings*

When measuring noise levels, the microphone should, where possible, not be placed within a 30° angle away from the direction of the gas stream and not less than a distance of 1 m from the edge of the intake or exhaust opening of engines, ventilation, air conditioning and cooler systems, and as far as possible from reflecting surfaces.

3.11 Measurements in machinery spaces

3.11.1 Measurements shall be taken at the principal working and control stations of the seafarers in the machinery spaces and in the adjacent control rooms, if any, special attention being paid to telephone locations and to positions where voice communication and audible signals are important.

3.11.2 Measurements should not normally be taken closer than 1 m from operating machinery, or from decks, bulkheads or other large surfaces, or from air inlets. Where this is not possible, measurement shall be taken at a position midway between the machinery and adjacent reflecting surface.

3.11.3 Measurements from machinery which constitutes a sound source should be taken at 1 m from the machinery. Measurement should be made at a height of between 1.2 m to 1.6 m above the deck, platform or walkway as follows:

.1 at a distance of 1 m from, and at intervals not greater than 3 m around, all sources such as:

- main turbines or engines at each level
- main gearing
- turbo-blowers
- purifiers
- electrical alternators and generators
- boiler firing platform
- forced and/or induced draught fans
- compressors
- cargo pumps (including their driving motors or turbines)

In order to avoid an unnecessarily large and impractical number of measurements and recordings in the case of large engines and of machinery spaces where the measured sound pressure level in dB(A) at the intervals above does not vary significantly, it will not be necessary to record each position. Full measurement at representative positions and at the positions of maximum sound pressure level shall, however, be made and recorded, subject to at least four measurements being recorded at each level;

.2 at local control stations, e.g. the main manoeuvring or emergency manoeuvring stand on the main engine and the machinery control rooms;

.3 at all other locations not specified in .1 and .2 which would normally be visited during routine inspection, adjustment and maintenance;

.4 at points on all normally used access routes, unless covered by positions already specified above, at intervals not greater than 10 m; and

.5 in rooms within the machinery space, e.g. workshops. In order to restrict the number of measurements and recordings, the number of recordings can be reduced as in .1, subject to a total of at least four measurements (including those specified in this paragraph) being recorded at each machinery space level up to upper deck.

3.12 Measurements in navigation spaces

Measurements shall be taken on both navigating bridge wings but should only be taken when the navigating bridge wing to be measured is on the lee side of the ship.

3.13 Measurements in accommodation spaces

3.13.1 One measurement shall be taken in the middle of the space. The microphone shall be moved slowly horizontally and/or vertically over a distance of 1 m (+/- 0.5 m, taking into account the measurement criteria in paragraph 3.10.1). Additional measurements should be performed at other points if appreciable differences, i.e. greater than 10 dB(A), in the level of sound inside the room occur, especially near the head positions of a sitting or lying person.

3.13.2 The number of measurement cabins shall be not less than 40 per cent of total number of cabins. Cabins which are obviously affected by noise, i.e. cabins adjacent to machinery or casings, must be considered in any case.

3.13.3 For ships with a large number of crew cabins, such as passenger/cruise ships, it will be acceptable to reduce the number of measurement positions. The selection of cabins to be tested shall be representative for the group of cabins being tested by selecting those cabins in closer proximity to noise sources, to the satisfaction of the Administration.

3.13.4 On open deck, measurements shall be taken in any areas provided for the purpose of recreation.

3.14 Measurements in normally unoccupied spaces

3.14.1 In addition to the spaces referred to in sections 3.10 to 3.13, measurements shall be taken in all locations with unusually high noise levels where seafarers may be exposed, even for relatively short periods, and at intermittently used machinery locations.

3.14.2 In order to restrict the number of measurements and recordings, noise levels need not be measured for normally unoccupied spaces, holds, deck areas and other spaces which are remote from sources of noise.

3.14.3 In cargo holds, at least three microphone positions in parts of holds where personnel are likely to carry out work shall be used.

CHAPTER 4 – MAXIMUM ACCEPTABLE SOUND PRESSURE LEVELS

4.1 General

4.1.1 The limits specified in this section shall be regarded as maximum levels and not as desirable levels. Where reasonably practicable, it is desirable for the noise level to be lower than the maximum levels specified.

4.1.2 Before the ship is put in service, the limits specified in section 4.2 shall be assessed by the equivalent continuous sound level measurement for that space. In large rooms with many measurement positions the individual positions shall be compared to the limits.

4.1.3 Personnel entering spaces with nominal noise levels greater than 85 dB(A) should be required to wear hearing protectors while in those spaces (see chapter 5). The limit of 110 dB(A) given in paragraph 4.2.1 assumes that hearing protectors giving protection meeting the requirements for hearing protectors in chapter 7 are worn.

4.1.4 Limits are specified in terms of A-weighted sound pressure levels (see paragraphs 1.4.4 and 1.4.24).

4.2 Noise level limits

Limits for noise levels (dB(A)) are specified for various spaces as follows:

Designation of rooms and spaces	Ship size	
	1,600 up to 10,000 GT	≥10,000 GT
4.2.1 Work spaces (see 5.1)		
Machinery spaces[5]	110	110
Machinery control rooms	75	75
Workshops other than those forming part of machinery spaces	85	85
Non–specified work spaces[6] (other work areas)	85	85
4.2.2 Navigation spaces		
Navigating bridge and chartrooms	65	65
Look-out posts, incl. navigating bridge wings[7] and windows	70	70
Radio rooms (with radio equipment operating but not producing audio signals)	60	60
Radar rooms	65	65
4.2.3 Accommodation spaces		
Cabin and hospitals[8]	60	55
Messrooms	65	60
Recreation rooms	65	60
Open recreation areas (external recreation areas)	75	75
Offices	65	60

5 If the maximum noise levels are exceeded when machinery is operating (only permitted if dispensation is granted in accordance with paragraph 1.3.6), stay should be limited to very short periods or not allowed at all. The area should be marked according to section 7.4.

6 Examples are open deck workspaces that are not machinery spaces, and open deck workspaces where communication is relevant.

7 Reference is made to the *Recommendation on methods of measuring noise levels at listening posts* (resolution A.343(IX)) which also applies.

8 Hospitals: treatment rooms with beds.

Designation of rooms and spaces	Ship size	
	1,600 up to 10,000 GT	≥10,000 GT
4.2.4 Service spaces		
Galleys, without food processing equipment operating	75	75
Serveries and pantries	75	75
4.2.5 Normally unoccupied spaces		
Spaces referred to in section 3.14	90	90

4.3 Survey report

4.3.1 A noise survey report shall be made for each ship. The report shall comprise information on the noise levels in the various spaces on board. The report shall show the reading at each specified measuring point. The points shall be marked on a general arrangement plan, or on accommodation drawings attached to the report, or shall otherwise be identified.

4.3.2 The format for noise survey reports is set out in appendix 1.

4.3.3 The noise survey report shall always be carried on board and be accessible for the crew.

CHAPTER 5 – NOISE EXPOSURE LIMITS

5.1 General

5.1.1 The noise level limits as set out in chapter 4 are designed so that if they are complied with seafarers will not be exposed to an $L_{ex}(24)$ exceeding 80 dB(A), i.e. within each day or 24-hour period the equivalent continuous noise exposure would not exceed 80 dB(A). For a new ship, compliance with these criteria should be verified on the basis of sea trial measurements of noise levels by calculation of the expected noise exposure of each category of crew members in accordance with the method prescribed in section 3.7.

5.1.2 In spaces with sound pressure levels exceeding 85 dB(A), suitable hearing protection should be used, or to apply time limits for exposure, as set out in this section, to ensure that an equivalent level of protection is maintained.

5.1.3 Each ship to which these regulations apply should include in their Safety Management System a section on the company's policy regarding hearing protection, exposure limits and conduct training on those matters, which will be logged in their training records.

5.1.4 Consideration should be given to the instruction of seafarers on these aspects, as recorded in appendix 2. No crew member should be exposed unprotected to peak values exceeding 135 dB(C).

5.2 Conservation of hearing and use of hearing protectors

In order to comply with the exposure criteria of this section, the use of hearing protectors complying with chapter 7 is permitted. Even when hearing protectors are required for compliance with the Code, risk assessments, a hearing conservation programme and other measures may be implemented by the Administration.

5.3 Limits of exposure of seafarers to high-noise levels

Seafarers should not be exposed to noise in excess of the levels and durations shown in figure 5.1 and described in paragraphs 5.3.1 to 5.3.5.

5.3.1 *Maximum exposure with protection (zone A, Figure 1)*

No seafarer, even when wearing hearing protectors, should be exposed to levels exceeding 120 dB(A) or to an L_{eq} (24) exceeding 105 dB(A).

5.3.2 *Occasional exposure (zone B, Figure 1)*

Only occasional exposures should be allowed in zone B and hearing protectors with an attenuation between 25 and 35 dB(A) should be used.

5.3.3 *Occasional exposure (zone C, Figure 1)*

In zone C only occasional exposures should be allowed and hearing protectors with an attenuation of at least 25 dB(A) should be used.

5.3.4 *Daily exposure (zone D, Figure 1)*

If seafarers routinely work (daily exposure) in spaces with noise levels within zone D hearing protectors with an attenuation up to at least 25 dB(A) should be used and risk assessment and a hearing conservation programme may be considered.

5.3.5 *Maximum exposure without protection (zone E, Figure 1)*

For exposures of less than eight hours, seafarers without hearing protection should not be exposed to noise levels exceeding 85 dB(A). When seafarers remain for more than eight hours in spaces with a high noise level, an L_{eq} (24) of 80 dB(A) should not be exceeded. Consequently, for at least a third of each 24 hours each seafarer should be subject to an environment with a noise level below 75 dB(A).

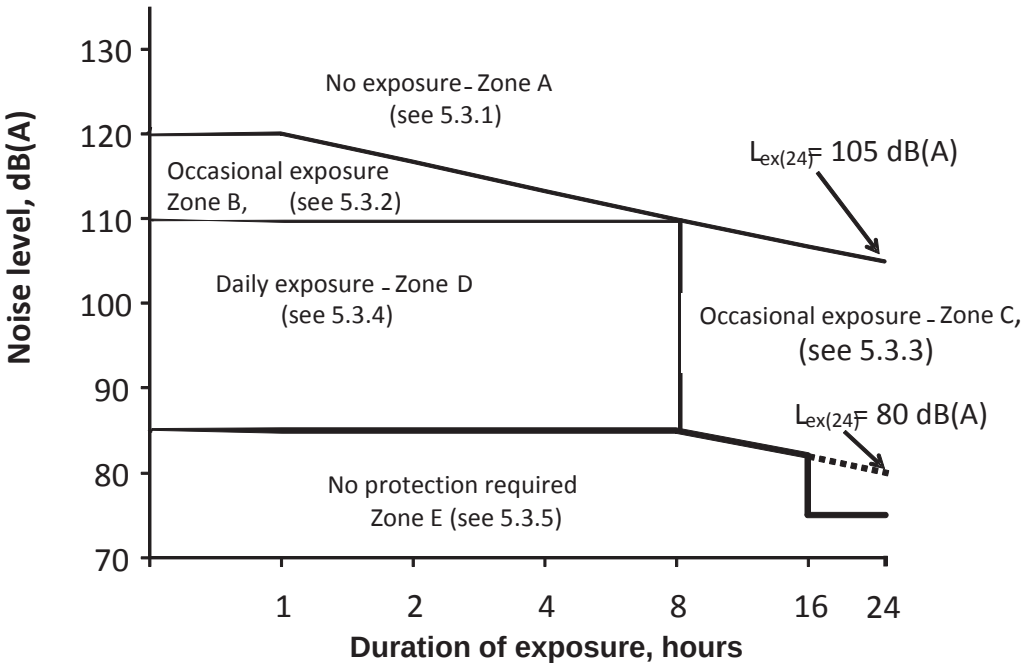

Figure 1: Allowable daily and occasionally occupational zones

Note: To work in Zone A – D hearing protectors attenuating the sound to the ear down to below 85 dB(A) are required. To work in Zone E hearing protectors are not required but should be accessible if the sound level is over 80 dB(A) for more than eight hours.

5.4 24-hour equivalent continuous sound level limit

As an alternative to compliance with the provisions of section 5.3 (figure 1), no unprotected seafarer should be exposed to a 24-hour equivalent continuous sound level greater than 80 dB(A). Each individual's daily exposure duration in spaces requiring the use of hearing protectors should not exceed four hours continuously or eight hours in total.

5.5 Hearing conservation programme

5.5.1 A hearing conservation programme may be provided for seafarers working in spaces with LAeq>85 dB(A) in order to train them in the hazards of noise and use of hearing protection, and to monitor hearing acuity. Some elements of a hearing conservation programme are as follows:

.1 Initial and periodic audiometric tests administered by a trained and appropriately qualified person, to the satisfaction of the Administration.

.2 Instruction of exposed persons on the hazards of high and long duration noise exposures and on the proper use of ear protectors (see appendix 2).

.3 Maintenance of audiometric test records.

.4 Periodic analysis of records and hearing acuity of individuals with high hearing loss.

5.5.2 An optional element of a hearing conservation programme is to control the 24-hour equivalent continuous sound level to which individuals working in high noise level spaces are exposed. Such control requires calculation of the 24-hour equivalent continuous sound level. If this 24-hour level does not meet the limits, the duration of exposure should be controlled or hearing protectors used at appropriate times to bring the individual's exposure within the limit.

CHAPTER 6 – ACOUSTIC INSULATION BETWEEN ACCOMMODATION SPACES

6.1 General

Consideration shall be given to the acoustic insulation between accommodation spaces in order to make rest and recreation possible even if activities are going on in adjacent spaces, e.g. music, talking, cargo handling, etc.

6.2 Sound insulation index

6.2.1 The airborne sound insulation properties for bulkheads and decks within the accommodation shall comply at least with the following weighted sound reduction index (R_w) according to ISO Standard 717-1:1996 as amended (1:2006), part 1[9]:

Cabin to cabin	$R_w = 35$
Messrooms, recreation rooms, public spaces and entertainment areas to cabins and hospitals	$R_w = 45$
Corridor to cabin	$R_w = 30$
Cabin to cabin with communicating door	$R_w = 30$.

6.2.2 The airborne sound insulation properties shall be determined by laboratory tests in accordance with ISO 10140-2:2010, to the satisfaction of the Administration.

6.3 Erection of materials

6.3.1 Care should be taken in the erection of materials and in the construction of accommodation spaces. During sea trial testing, if the erection of materials is in doubt then measurements should be taken on board ships for a representative selection of each type of partition, floors, doors as requested in paragraph 6.2.1 and to the satisfaction of the Administration.

6.3.2 The apparent weighted sound reduction index R'_w should comply with the requirements of the paragraph 6.2.1 with tolerance of up to 3 dB.

Note: Field measurements should be performed according to ISO 140-4:1998[10]. When the area of the materials tested is <10 m^2, a minimum value of 10 m^2 should be considered for the calculation of the R'_w index.

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9 ISO Standard 717-1 – Acoustics – Rating of sound insulation in buildings and of building elements – part 1: Airborne sound insulation, and its amendment published in 2006.

10 ISO 140-4 Acoustics – Measurement of sound insulation in buildings and of building elements – part 4: field measurements of airborne sound insulation between rooms.

CHAPTER 7 – HEARING PROTECTION AND WARNING INFORMATION

7.1 General

When the application of means for controlling sound at source does not reduce the noise level in any space to that specified in paragraph 4.1.3, seafarers who are required to enter such spaces shall be supplied with effective hearing protection on an individual basis. The provision of hearing protectors shall not be considered to be a substitute for effective noise control. Appendix 3 summarizes current noise abatement methods which may be applied on new ships.

7.2 Requirements for hearing protectors

7.2.1 The individual hearing protectors shall be so selected as to eliminate the risk to hearing or to reduce the risk to an acceptable level as specified in paragraph 7.2.2. The ship operator shall make every effort to ensure the wearing of hearing protectors and shall be responsible for checking the effectiveness of measures taken in compliance of this Code.

7.2.2 Hearing protectors shall be of a type such that they can reduce sound pressure levels to 85 dB(A) or less (see section 5.1). Selection of suitable hearing protectors should be in accordance with the HML-method described in ISO 4869-2:1994 (see explanation and example in appendix 2). Noise-cancelling technology may be used if the headset(s) have equivalent performance to hearing protectors in their unpowered condition.

7.2.2.1 Noise-cancelling headsets specifications should be as per confirmed manufacturer specifications.

7.3 Selection and use of hearing protectors

Seafarers should be instructed in the proper use of hearing protectors as provided or used on board in accordance with appendix 2.

7.4 Warning notices

Where the noise level in machinery spaces (or other spaces) is greater than 85 dB(A), entrances to such spaces shall carry a warning notice comprising symbol and supplementary sign in the working language of the ship as prescribed by the Administration (see below an example of the warning notice and signs in English). If only a minor portion of the space has such noise levels the particular location(s) or equipment shall be identified at eye level, visible from each direction of access.

Signs at the entrance to noisy rooms (example in English)	
80-85 dB(A)	HIGH-NOISE LEVEL – USE HEARING PROTECTORS
85-110 dB(A)	DANGEROUS NOISE – USE OF HEARING PROTECTORS MANDATORY
110-115 dB(A)	CAUTION: DANGEROUS NOISE – USE OF HEARING PROTECTORS MANDATORY – SHORT STAY ONLY
>115 dB(A)	CAUTION: EXCESSIVELY HIGH-NOISE LEVEL – USE OF HEARING PROTECTORS MANDATORY – NO STAY LONGER THAN 10 MINUTES

Appendix 1

FORMAT FOR NOISE SURVEY REPORT

1 Ship particulars

.1 Name of ship
.2 Port of registry
.3 Name and address of shipowner, managing owner or agent
.4 Name and address of shipbuilder
.5 Place of build
.6 IMO number
.7 Gross tonnage
.8 Type of ship
.9 Ship's dimensions – length
breadth
depth
maximum draught (summer load line)
.10 Displacement at maximum draught
.11 Date of keel laying
.12 Date of delivery

2 Machinery particulars

.1 Propulsion machinery

Manufacturer:	Type:	Number of units:
Maximum cont. rating – power		kW
Normal designed service shaft speed:		rpm
Normal service rating – power:		kW

.2 Auxiliary diesel engines

Manufacturer:		Type:
Output:	kW	Number of units:

.3 Main reduction gear:

.4 Type of propeller (fixed propeller, controllable pitch propeller, Voith-Schneider propeller)

Number of propellers:	Number of blades:
Designed propeller shaft speed:	rpm

.5 Other (in case of special propulsion and power configurations)

.6 Engine room ventilation

Manufacturer:			Type:
Number of units:			
Fan diameter:	m	Fan speed:	rpm /variable speed (Y/N)
Airflow capacity:	m^3/h	Total pressure:	Pa

3 Measuring instrumentation and personnel

.1 Instrumentation Make Type Serial No.

- Sound level meter
- Microphone
- Filter
- Windscreen
- Calibrator
- Other equipment

.2 Calibration of sound level meter Date Calibration Start Finish

- at survey by competent authority

.3 Identification of persons/organizations carrying out measurements

4 Conditions during measurement

.1 Date of measurement: Starting time: Completion time:
.2 Ship's position during measurement
.3 Loading condition of the ship
.4 Conditions during measurement
- Draught forward
- Draught aft
- Depth of water under keel

.5 Weather conditions
- Wind force
- Sea state

.6 Ship speed
.7 Actual propeller shaft speed: rpm
.8 Propeller pitch:
.9 Propulsion machinery speed: rpm
.10 Propulsion machinery power: kW
.11 Number of propulsion machinery units operating:
.12 Number of diesel auxiliary engines operating:
.13 Number of turbogenerators operating:
.14 Engine room ventilation speed mode (high/low/variable)
.15 Engine load (%MCR)
.16 Other auxiliary equipment operating:
Ventilation, heating and air conditioning equipment in operation

5 Measuring data

Noise limits
dB(A)

Measured sound pressure levels
L_{Aeq} dB(A)
L_{Ceq} dB(C)
L_{Cpeak} dB(C)

Note: Measurement of sound pressure level L_{Ceq} and L_{Cpeak} should be done only in the case of exceeding 85dB(A) and hearing protectors are required.

Work spaces

Machinery spaces
Machinery control rooms
Workshops
Non-specified workspaces

Navigation spaces

Navigating bridge and chartrooms
Look-out posts, including navigating bridge wings and windows
Radio rooms
Radar rooms

Accommodation spaces

Cabins and hospitals
Messrooms
Recreation rooms
Open recreation areas
Offices

Service spaces

Galleys, without food processing equipment operating
Serveries and pantries

Normally unoccupied spaces

6 **Main noise abatement measures** (list measures taken)

7 **Remarks** (list any exceptions to the Code)

…….. ……..

Name ……..

Address ……..

……..

…….. ……. ……
Place Date Signature

ATTACHMENT

PAGES OF FREQUENCY ANALYSIS

Frequency analysis for certain areas may result in more accurate and precise noise level predictions and will aide in the detection of specific frequency bands which exceed the established limits in chapter 4. Further guidance may be found in ISO 1996-2:2007.

Appendix 2

GUIDANCE ON THE INCLUSION OF NOISE ISSUES IN SAFETY MANAGEMENT SYSTEMS

1 Instruction to seafarers

1.1 Seafarers should be instructed in the hazards of high and long duration noise exposures and the risk of noise-induced hearing loss. Instruction should be given to all seafarers on initial employment and periodically thereafter to those regularly working in spaces with noise levels in excess of 85 dB(A). Instruction in the provisions of the Code should include:

.1 noise exposure limits and the use of warning notices;

.2 the types of hearing protectors provided, their approximate attenuation and their proper use, fitting, and the effects on normal communications when first wearing such protection;

.3 company policies and procedures related to hearing protection and where appropriate any monitoring programme which may be available for seafarers working in spaces covered by warning notices; and

.4 guidance on the possible signs of hearing loss such as ringing in the ear, dead ear, or fullness in the ear and mitigating techniques to be effected when those signs occur.

1.2 Appropriate seafarers should receive such instruction as is necessary in the correct use and maintenance of machinery and silencers or attenuators in order to avoid the production of unnecessary noise.

2 Responsibility of ship operators

2.1 The ship operator should be responsible for ensuring that means for noise reduction and control are applied and maintained such that the requirements of the Code are met.

2.2 Where noise levels in any space exceed the limit of 85 dB(A), shipowners should ensure that:

.1 the space is identified and relevant provisions of the Code are complied with;

.2 the master and senior officers of the ship are aware of the importance of controlling entry into the space and the importance of the use of suitable hearing protection;

.3 suitable and sufficient hearing protection is provided for distribution on an individual basis to all relevant crew members; and

.4 the master, senior officers and any safety officer on board a ship are aware of the need for the relevant training and information to be provided on board.

2.3 Where hand tools, galley and other portable equipment produce noise levels above 85 dB(A) in normal working conditions, shipowners should ensure that warning information should be provided.

3 Responsibility of seafarers

Seafarers should be made aware of the need to ensure that:

.1 all measures adopted for noise control are utilized;

.2 any defective noise control equipment is reported to responsible persons under the ship's safety management system;

.3 suitable hearing protectors are always worn when entering areas in which their use is required by warning notices and that those protectors are not removed in those spaces, even for short periods; and

.4 the hearing protectors provided for their use are not damaged or misused and are maintained in a sanitary condition.

4 Selection of hearing protectors

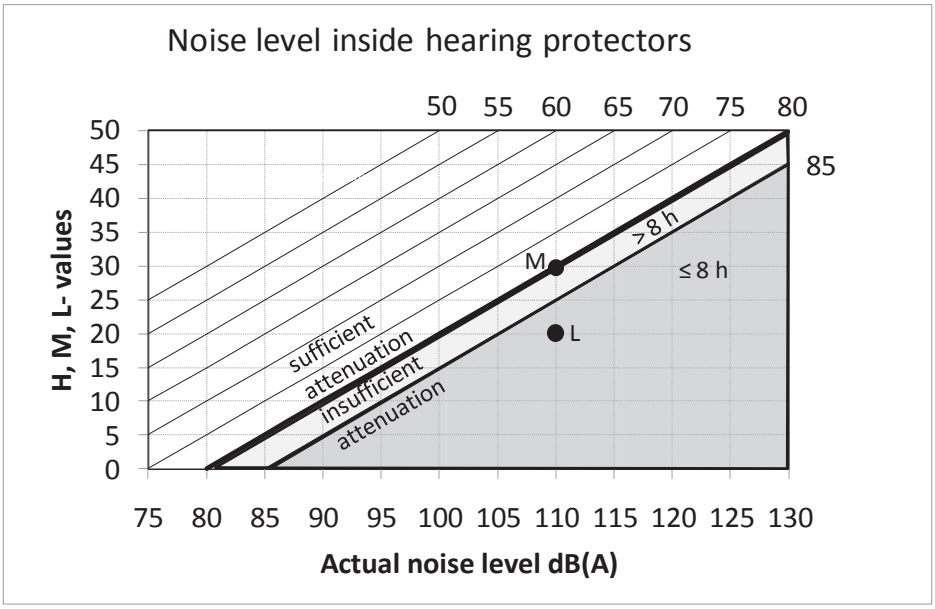
4.1 Selection of suitable hearing protectors should be carried out according to the HML-method described in ISO 4869-2:1994. In order to give guidance to ship operators and seafarers in choosing proper hearing protection, a short description of the HML-method and its use is given below.

4.2 The HML-method is a rating which is calculated in accordance with ISO 4869-2:1994, "Estimation of effective A-weighted sound pressure levels when hearing protectors are worn". Using the H, M, and L ratings requires both A-weighted (L_{Aeq}) and C-weighted (L_{Ceq}) sound pressure levels of the noise and the HML values for the hearing protector in question, which will be provided by the manufacturer.

4.2.1 The HML values for a hearing protector are related to the attenuation that the protector offers in noise of high, medium and low frequencies. These H and M values are used in the calculation of the protected exposure level for noises which have primary energy in the middle and high frequencies. This is considered the case if the measured L_{Ceq} and L_{Aeq} levels differ by 2 dB or less.

4.2.2 The M and L values for the hearing protector are used in the calculation of the protected exposure level for noises which have appreciable low-frequency components and for which the measured L_{Ceq} and L_{Aeq} levels differ by more than 2 dB in those spaces where the protector is intended to be used.

4.3 An example of simple use of the HML method:



On a given ship, the measured sound level in the machinery room is 110 dB(A), 115 dB(C). The chosen hearing protectors have the following attenuation according to the manufacturer: H= 35 dB, M=30 dB, L=20 dB.

.1 Mark the hearing protectors' L and M values on the vertical line starting at the actual noise level (110 dB(A)).

.2 Settle if the noise has low or high/medium frequency. If the difference L_{Ceq}-L_{Aeq} is more than 2 dB the noise has low frequency (L) and if L_{ceq}-L_{Aeq} is less than 2 dB the noise has high or medium frequency (M).

.3 If the sound is of high/medium frequency (L_{Ceq}-L_{Aeq}≤2), follow the diagonal line from the M-value and take a reading of the noise level inside the hearing protectors. In this case the noise level inside the hearing protectors is 80 dB(A) which means that the attenuation of the hearing protectors are sufficient for work over 8 hours a day.

.4 If the sound has low frequency (L_{Ceq}-L_{Aeq}>2), follow the diagonal lines from the L-value and take a reading of the noise level inside the hearing protectors. In this case, the noise level inside the hearing protectors is >85 dB(A) which means that the hearing protectors are not good enough even for a working day of 8 hours. Choose a hearing protector that has an L-value above 25 dB instead.

4.4 ***Calculation by the HML-method – Principle and example***

Determination of feasibility of a particular protector in a specific noise environment can also be calculated. The values H, M and L may be used to estimate L'A (total A-weighted noise level at the ear) for a particular protector in specific noise situation.

.1 Calculate L_{Ceq}-L_{Aeq} (This requires measurements of L_{Aeq} and L_{Ceq}. All class 1 sound level meter can apply A-weighted or C-weighted.)

.2 If L_{Ceq}-L_{Aeq} is ≤2 dB, the Predicted Noise Reduction level (PNR) is calculated using the equation:

$$PNR = M - (\frac{H - M}{4} * (LCeq - LAeq - 2))$$

If L_{Ceq}-L_{Aeq} is >2 dB, PNR is calculated using the equation:

$$PNR = M - (\frac{M - L}{8} * (LCeq - LAeq - 2))$$

.3 The PNR is then subtracted from the total A-weighted noise level to give the effective A-weighted level at the ear under the protector L'A:

$L'A = L_{Aeq} - PNR$

Example: Hearing protector H = 35 dB, M = 25 dB, L = 20 dB

Noise level in engine-room:

L_{Aeq} = 108.7 dB(A)
L_{Ceq} = 109.0 dB(C)

L_{Ceq}-L_{Aeq} = 0.3 dB

PNR = 25 - ((35-25)/4)*(0.3-2) = 29.3 dB

L'A = 108.7-29.3 = 79.4 dB(A).

In this case, the noise level inside the hearing protectors is below 80 dB(A) which means that the attenuation of the hearing protectors is sufficient for work over eight hours a day.

Appendix 3

SUGGESTED METHODS OF ATTENUATING NOISE

1 General

1.1 In order to obtain a noise reduction on board ships to comply with the limits given in chapters 4 and 5 of the Code, careful consideration should be given to means of such reduction. This appendix is intended to provide information for the design of a ship in this respect.

1.2 Design and construction of noise control measures should be supervised by persons skilled in noise control techniques.

1.3 Some of the measures which can be taken to control the noise level or reduce the exposure of seafarers to potentially harmful noise are indicated in sections 2 to 10 of this appendix. It is emphasized that it will not be necessary to implement all or any of the measures recommended in this appendix on all ships. This Code does not provide detailed technical information needed for putting constructional noise control measures into effect, or for deciding which measures are appropriate in particular circumstances.

1.4 In applying noise control measures, care should be taken to ensure that rules and regulations concerning ship structure, accommodation and other safety matters are not infringed and the use of sound reduction materials should not introduce fire, safety or health hazards nor should such material, by virtue of flimsy construction or attachment, introduce hazards that may tend to impede either evacuation or de-watering of the spaces.

1.5 The need for noise control should be taken into account at the design stage when deciding which of different designs of engines and machinery are to be installed, the method of installation and the siting of machinery in relation to other spaces, and the acoustic insulation and siting of the accommodation spaces.

1.6 Due to the normal method of ship construction, it is most probable that noise originating from machinery and propellers reaching the accommodation and other spaces outside the machinery spaces will be of the structure-borne type.

1.7 When designing efficient and economic measures for noise control of machinery installations in existing ships, the measurement of sound produced in terms of A-weighted sound level may need to be supplemented by some form of frequency analysis.

2 Isolation of sources of noise

2.1 Where practicable, any engines or machinery producing noise levels in excess of the limits set out in section 4.2 of the Code should be installed in compartments which do not require continuous attendance (see also paragraph 6.1 of this appendix).

2.2 Accommodation should be sited both horizontally and vertically as far away as is practicable from sources of noise such as propellers and propulsion machinery.

2.3 Machinery casings should, where practicable, be arranged outside superstructures and deckhouses containing accommodation spaces. Where this is not feasible, passageways should be arranged between the casings and accommodation spaces, if practicable.

2.4 Consideration should be given, where practicable, to the placing of accommodation spaces in deck houses not in superstructures extending to the ship's side.

2.5 Consideration may also be given, where applicable, to the separation of accommodation spaces from machinery spaces by unoccupied spaces, sanitary and washing rooms.

2.6 Suitable partitions, bulkheads, decks, etc., may be needed to prevent the spread of sound. It is important that these be of the correct construction and location in relation to the source of sound and the frequency of the sound to be attenuated.

2.7 Where a space, such as a machinery space, is being divided into noisy (not continually manned) and less noisy (capable of being continually manned) spaces, it is preferable to have complete separation[11].

2.8 It may be advisable to provide sound absorbing material in certain spaces in order to prevent increase of noise level due to reflection from partitions, bulkheads, decks, etc.

3 Exhaust and intake silencing

3.1 Exhaust systems from internal combustion engines, air-intake systems to machinery spaces, accommodation spaces and other spaces should be so arranged that the inflow or discharge orifices are remote from places frequented by seafarers.

3.2 Silencers, noise-cancelling equipment or attenuators should be fitted when necessary.

3.3 To minimize accommodation noise levels it is normally necessary to reduce structure-borne noise by isolating exhaust systems and certain pipe work and duct work from casings, bulkheads, etc.

4 Machinery enclosure

4.1 In continuously manned spaces or spaces where seafarers might reasonably be expected to spend lengthy periods of time on maintenance or overhaul work, and where separation as detailed in section 2 of this appendix is not practicable, consideration should be given to the fitting of sound insulating enclosures or partial enclosures to engines or machinery producing sound pressure levels in excess of the limits set out in section 4.2 of the Code.

4.2 Where the noise level produced by engines or machinery installed in spaces as in paragraph 4.1 above falls within the criteria of paragraph 5.3.1 of the Code and zone A of figure 5.1, it is essential that noise reduction measures are provided.

4.3 When sound insulating enclosures are fitted, it is important that they entirely enclose the noise source.

5 Reduction of noise in the aft body

To reduce the noise influence in the aft body of the ship, especially to the accommodation spaces, consideration may be given to noise emission problems during the design procedures relating to the aft body, propeller, etc.

[11] In these cases it may be necessary to ensure the supervision of the plant by installing alarms in the less noisy compartments and to arrange means of escape so that seafarers may leave these compartments without danger.

6 Enclosure of the operator

6.1 In most machinery spaces it would be desirable and advisable to protect operating or watchkeeping seafarers by providing a sound reducing control room or other similar space (see paragraph 2.1 of this appendix).

6.2 In continuously manned machinery spaces of small ships and of existing ships where noise levels are in excess of 85 dB(A), it would be desirable to provide a noise refuge at the control station or manoeuvring platform where the watch keeper might be expected to spend the major part of the time.

7 Control of noise accentuation into accommodation spaces

7.1 To reduce noise levels in accommodation spaces it may be necessary to consider the isolation of deckhouses containing such spaces from the remaining structure of the ship by resilient mountings.

7.2 Consideration may also be given to the provision of flexible connections to bulkheads, linings and ceilings and the installation of floating floors within accommodation spaces.

7.3 The provision of curtains to side scuttles and windows and the use of carpets within accommodation spaces assist in absorbing noise.

8 Selection of machinery

8.1 The sound produced by each item of machinery to be fitted should be taken into account at the design stage. It may be possible to control noise by using a machine producing less airborne, fluid-borne or structure-borne sound.

8.2 Manufacturers should be requested to supply information on the sound produced by their machinery and also to provide recommended methods of installation in order to keep noise levels to a minimum.

9 Inspection and maintenance

All items of machinery, equipment and associated working spaces should be periodically inspected as part of the onboard safety management system with respect to any noise control/reduction features. Should such inspection reveal defects in the means for noise control, or other defects causing excessive noise, these should be rectified as soon as is practical.

10 Vibration isolation

10.1 Where necessary, machines should be supported on carefully selected resilient mountings. To ensure the effectiveness of the isolation, the mountings should be installed on a sufficient stiff foundation.

10.2 Where structure-borne sound from auxiliary machinery, compressors, hydraulic units, generating sets, vents, exhaust pipes and silencers produces unacceptable noise levels in accommodation spaces or on the navigating bridge, use of resilient mountings should be considered.

10.3 When sound insulating enclosures are fitted consideration may be given to the machine being resiliently mounted and pipe, trunk and cable connections to it being flexible.

11 Noise prediction

11.1 In the design phase of new ships, the designer/yard may predict by calculations, qualified assessments or the like, the expected noise levels in areas of the ship likely to have noise levels over acceptable levels from chapter 4.

11.2 The noise predictions referred to in paragraph 11.1 should be used in the design phase to identify possible areas in the ship where special consideration must be given to noise reduction measures in order to observe the noise level limits stipulated in section 4.2 of the Code.

11.3 The noise predictions and any noise reduction measures planned in the design phase should be documented, especially in cases where, according to the noise predictions, it must be expected that compliance with any of the noise level limits of section 4.2 of the Code will be difficult to achieve, despite reasonable technical initiatives.

12 Noise-cancelling equipment

12.1 Noise cancellation, also known as anti-noise, is the process whereby mostly low-frequency (below 500 Hz) repetitive noises such as made by engines and rotating machinery, is cancelled out by introducing a cancelling anti-noise signal which is equal to but 180 degrees out of phase with the noise. This anti-noise is introduced to the environment in a way that it matches the noise in the region of interest. The two signals then cancel each other out, effectively removing a significant portion of the noise energy from the environment.

12.2 Several applications for this technology exist. They include:

.1 Active mufflers – have been shown in other modes of transportation to reduce exhaust noise from internal combustion engines, compressors, and vacuum pumps without the inefficiencies caused by back pressure.

.2 Active mounts – these can contain vibration from rotating machines to improve comfort, decrease wear on moving parts, and reduce secondary acoustic noise from vibration.

.3 Noise-cancelled quiet zones – currently silent seats and (automobile) cabin quieting systems for various modes of transportation exist. The possibility exists for producing active-quieted bunks of other spaces for seafarer comfort and recovery.

.4 Noise-cancelling headsets – these can extend hearing protection beyond passive ear defenders to include low frequencies. Active headsets can also allow communication, by permitting normal conversation, and improve work place safety.

12.3 It is suggested that information concerning experience from these active noise-reducing systems be provided to the Organization to better evaluate the performance parameters of these systems.

13 Noise recovery areas

13.1 Incorporation of noise recovery areas may be used as an alternative design approach for the construction of ships under 1,600 GT or ice-breaking vessels. Noise recovery areas may also be considered for incorporation in ship-specific applications where noisy operations (examples are extended air/helicopter operations or heavy weather operation of dynamic positioning equipment) are undertaken for time periods over and above those of normal, routine seagoing practices. The use of these spaces should be integrated into ship safe operations policies under the ISM Code.

13.2 Noise recovery areas should be provided if no other technical or organizational solutions are feasible to reduce excessive noise from sound sources.

Appendix 4

SIMPLIFIED PROCEDURE FOR DETERMINING NOISE EXPOSURE

1 General

1.1 In order to ensure that seafarers will not be exposed to an $L_{ex}(24)$ exceeding 80 dB(A), this appendix is providing information on a simplified procedure for determining the related noise exposure.

1.2 The determination of noise exposure should be usually carried out based on ISO 9612:2009.

1.3 A simplified method based on the noise measurements during sea trail/harbour stay and a job profile for crew members is described in the following:

2 Work analysis/Job profiling and off-duty hours

2.1 With the help of a crew list, different job categories (groups) will be defined.

Example:

- Master
- Chief engineer
- Electrician
- Cook
- etc.

2.2 For each job category, a job profile has to be defined individually. The job profile is related to the work spaces on board the vessel.

Example:

- Wheelhouse
- Ship office
- Machinery control room
- Workshop
- Engine-room
- Galley
- etc.

2.3 For each job category, the working shift is to be divided into partitions (i) related to the work spaces. A similar assessment should be made for off-duty hours (the partitions are based on estimations by the owner/operator/employer).

Example:

A full day for an electrician may be divided into the following partitions:

i = 1	Workshop	=	T_i = 5 hours
i = 2	Machinery control room	=	T_i = 2 hours
i = 3	Ship office	=	T_i = 2 hours
i = 4	Engine-room	=	T_i = 1 hour
i = 5	Off-duty	=	T_i = 14 hours
	Total	=	T_{total} = 24 hours

3 Determination of estimated noise exposure levels

3.1 Based on the noise report and the estimated working times and off-duty hours for each job category, the noise exposure level can be calculated. It is assumed that the noise limits for cabins and recreation spaces according to this Code will not be exceeded. Using well-selected hearing protectors is recommendatory according to this Code. It is assumed that the maximum noise level of workers wearing hearing protectors does not exceed 85 dB(A).

3.2 The noise contribution from each space is calculated as follows:

$$L_{ex,24h,i}=L_{Aeq,i} + 10 \log(Ti/T_0)$$

where: Ti is the effective duration on board for each space
T_0 is the reference duration 24 h
$L_{Aeq,i}$ is the A-weighted equivalent continuous sound level for each space

3.3 The A-weighted noise exposure level is calculated from the noise contribution from each space as follows:

$$L_{ex,24h} = 10\log\left(\sum_{i=1}^{n} 10^{\frac{L_{ex,24h,i}}{10}}\right)$$

Example: Result Sheet

Job category	**Electrician**	Location/Space						
		Navigating bridge	Ship Office	Machinery Control Room	Workshops	Engine-room	Galley	Off-duty
Measured A-weighted equivalent continuous sound level $L_{Aeq,i}$ [dB(A)]		64	63	75	84	85	72	60
Duration/Stay T_i [h]		0	2	2	5	1	0	14
Noise contribution $L_{ex,24h,i}$ [dB]		0	52.2	64.2	77.2	71.2	0	57.7
A-weighted noise exposure level $L_{ex,24h}$ [dB]	**78.3**							

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ANNEX 2

RESOLUTION MSC.338(91)
(adopted on 30 November 2012)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO Article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its ninety-first session, amendments to the Convention, proposed and circulated in accordance with Article VIII(b)(i) thereof,

1. ADOPTS, in accordance with Article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with Article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2014, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS Contracting Governments to note that, in accordance with Article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2014 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with Article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* * *

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Part A-1
Structure of ships

1 The following new regulation 3-12 is added after the existing regulation 3-11:

"**Regulation 3-12 – Protection against noise**

1 This regulation shall apply to ships of 1,600 gross tonnage and above:

.1 for which the building contract is placed on or after 1 July 2014; or

.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2015; or

.3 the delivery of which is on or after 1 July 2018,

unless the Administration deems that compliance with a particular provision is unreasonable or impractical.

2 On ships delivered before 1 July 2018 and:

.1 contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015; or

.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015,

measures* shall be taken to reduce machinery noise in machinery spaces to acceptable levels as determined by the Administration. If this noise cannot be sufficiently reduced the source of excessive noise shall be suitably insulated or isolated or a refuge from noise shall be provided if the space is required to be manned. Ear protectors shall be provided for personnel required to enter such spaces, if necessary.

3 Ships shall be constructed to reduce onboard noise and to protect personnel from the noise in accordance with the *Code on noise levels on board ships*, adopted by the Maritime Safety Committee by resolution MSC.337(91), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of Article VIII of the present Convention concerning the amendment procedures

applicable to the annex other than chapter I. For the purpose of this regulation, although the Code on noise levels on board ships is treated as a mandatory instrument, recommendatory parts as specified in chapter I of the Code shall be treated as non-mandatory, provided that amendments to such recommendatory parts are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure.

4 Notwithstanding the requirements of paragraph 1, this regulation does not apply to types of ships listed in paragraph 1.3.4 of the Code on noise levels on board ships.

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* Refer to the *Code on Noise levels on board ships*, adopted by the Organization by resolution A.468(XII)."

Part C
Machinery installations

2 The existing regulation 36 is deleted and left blank.

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A
General

Regulation 1 – Application

3 The following footnote is added to the title of Regulation 1:

"* The application date of 1 July 2012 was introduced by resolution MSC.308(88). However, this resolution amended, under chapter II-2, regulations II-2/3.23 (definition of "Fire Test Procedures Code") and II-2/7.4.1 (new subparagraph .3) only, and all other regulations with the original application date of 1 July 2002 were not amended."

4 In the existing paragraph 2.4, the following new subparagraphs are added after the existing subparagraph .6:

".7 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 February 1992 but before 1 July 2002 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.13(57); and

.8 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 2002 need not comply with regulations 19.3.1, 19.3.5, 19.3.6, 19.3.9, provided that they comply with regulations 54.2.1, 54.2.5, 54.2.6, 54.2.9 as adopted by resolution MSC.1(XLV)."

5 The following new paragraph 2.5 is added:

"2.5 Ships constructed before 1 July 2012 shall also comply with regulation 10.1.2, as adopted by resolution MSC.338(91)."

Part C
Suppression of fire

Regulation 9 – Containment of fire

6 In table 9.3, column (11) (Special category and ro-ro spaces), row (2) (Corridors), the symbol "A-15" is replaced by the symbol "A-30 [g] ".

7 In table 9.3, column (11) (Special category and ro-ro spaces), row (4) (Stairways), the symbol "A-15" is replaced by the symbol "A-30 [g] ".

8 In table 9.3, column and row (11) (Special category and ro-ro spaces), the symbol "A-0" is replaced by the symbol "A-30 [g] ".

9 In table 9.4, column (11) (Special category and ro-ro spaces), row (1) (Control stations), the symbol "A-30" is replaced by the symbol "A-60 [g] ".

10 In table 9.4, column (11) (Special category and ro-ro spaces), row (2) (Corridors), the symbol "A-0" is replaced by the symbol "A-30 [g] ".

11 In table 9.4, column (11) (Special category and ro-ro spaces), row (4) (Stairways), the symbol "A-0" is replaced by the symbol "A-30 [g] ".

12 In table 9.4, column and row (11) (Special category and ro-ro spaces), the symbol "A-0" is replaced by the symbol "A-30 [g] ".

13 In table 9.4, column (2) (Corridors), row (11) (Special category and ro-ro spaces), the symbol "A-15" is replaced by the symbol "A-30 [g]".

14 In table 9.4, column (4) (Stairways), row (11) (Special category and ro-ro spaces), the symbol "A-15" is replaced by the symbol "A-30 [g] ".

15 In table 9.4, column (6) (Machinery spaces of category A), row (11) (Special category and ro-ro spaces), the symbol "A-30" is replaced by the symbol "A-60 [g] ".

16 In table 9.4, a new note is added as follows:

" [g] Ships constructed before 1 July 2014 shall comply, as a minimum, with the previous requirements applicable at the time the ship was constructed, as specified in regulation 1.2."

17 In table 9.5, column and row (11) (Ro-ro and vehicle spaces), the symbol "*[h]" is replaced by the symbol "A-30 [j] ".

18 In table 9.6, column (11) (Ro-ro and vehicle spaces), row (10) (Open decks), the symbol "*" is replaced by the symbol "A-0 [j] ".

19 In table 9.6, column and row (11) (Ro-ro and vehicle spaces), the symbol "*[h]" is replaced by the symbol "A-30 [j] ".

20 In table 9.6, column (10) (Open decks), row (11) (Ro-ro and vehicle spaces), the symbol "*" is replaced by the symbol "A-0 [j] ".

21 In table 9.6, the existing text of note "h" is replaced with the word "deleted".

22 In table 9.6, a new note is added as follows:

"[j] Ships constructed before 1 July 2014 shall comply, as a minimum, with the previous requirements applicable at the time the ship was constructed, as specified in regulation 1.2."

23 Paragraphs 6.2 and 6.3 are deleted and the subsequent paragraphs are renumbered accordingly.

Regulation 10 – Fire fighting

24 In paragraph 5.6.3, the existing subparagraph .1 is replaced by the following:

".1 the fire hazard portions of internal combustion machinery or, for ships constructed before 1 July 2014, the fire hazard portions of internal combustion machinery used for the ship's main propulsion and power generation;"

25 The existing paragraph 10.1 is replaced by the following:

"10.1 Types of firefighter's outfits

.1 Fire-fighter's outfits shall comply with the Fire Safety Systems Code; and

.2 Self-contained compressed air breathing apparatus of fire-fighter's outfits shall comply with paragraph 2.1.2.2 of chapter 3 of the Fire Safety Systems Code by 1 July 2019."

26 After the existing paragraph 10.3, the following new paragraph is added:

"10.4 Fire-fighter's communication

For ships constructed on or after 1 July 2014, a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the requirements of this paragraph not later than the first survey after 1 July 2018."

Part E
Operational requirements

Regulation 15 – Instructions, onboard training and drills

27 After the existing paragraph 2.2.5, the following new paragraph is added:

"2.2.6 An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used."

Part G
Special requirements

Regulation 20 – Protection of vehicle, special category and ro–ro spaces

28 The existing paragraph 6.1, including paragraphs 6.1.1 and 6.1.2, are replaced by the following:

"**6.1 Fixed fire-extinguishing systems**

(The requirements of paragraphs 6.1.1 and 6.1.2 shall apply to ships constructed on or after 1 July 2014. Ships constructed before 1 July 2014 shall comply with the previously applicable requirements of paragraphs 6.1.1 and 6.1.2.)

6.1.1 Vehicle spaces and ro-ro spaces, which are not special category spaces and are capable of being sealed from a location outside of the cargo spaces, shall be fitted with one of the following fixed fire-extinguishing systems:

.1 a fixed gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code;

.2 a fixed high-expansion foam fire-extinguishing system complying with the provisions of the Fire Safety Systems Code; or

.3 a fixed water-based fire fighting system for ro-ro spaces and special category spaces complying with the provisions of the Fire Safety Systems Code and paragraphs 6.1.2.1 to 6.1.2.4.

6.1.2 Vehicle spaces and ro-ro spaces not capable of being sealed and special category spaces shall be fitted with a fixed water-based fire-fighting system for ro-ro spaces and special category spaces complying with the provisions of the Fire Safety Systems Code which shall protect all parts of any deck and vehicle platform in such spaces. Such a water-based fire-fighting system shall have:

.1 a pressure gauge on the valve manifold;

.2 clear marking on each manifold valve indicating the spaces served;

.3 instructions for maintenance and operation located in the valve room; and

.4 a sufficient number of drainage valves to ensure complete drainage of the system."

CHAPTER III
LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Part B
Requirements for ships and life-saving appliances

29 After existing regulation 17, the following new regulation 17-1 is inserted:

"**Regulation 17-1**
Recovery of persons from the water

1 All ships shall have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization.* The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations. Ships constructed before 1 July 2014 shall comply with this requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.

2 Ro-ro passenger ships which comply with regulation 26.4 shall be deemed to comply with this regulation.

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* Refer to the Guidelines for the development of plans and procedures for recovery of persons from the water (MSC.1/Circ.1412)."

APPENDIX
CERTIFICATES

30 All the forms of certificates and records of equipment contained in the appendix to the annex are replaced by the following:

FORM OF SAFETY CERTIFICATE FOR PASSENGER SHIPS

PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Passenger Ship Safety (Form P)

(Official seal) *(State)*

for *an/a short*[1] international voyage

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[2]

Name of ship .....
Distinctive number or letters .....
Port of registry .....
Gross tonnage .....
Sea areas in which ship is certified to operate (regulation IV/2) .....
IMO Number[3] .....
Date of build:
Date of building contract .....
Date on which keel was laid or ship was at similar stage of construction .....
Date of delivery .....
Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable) .....

All applicable dates shall be completed.

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation I/7 of the Convention.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards:

.1 the structure, main and auxiliary machinery, boilers and other pressure vessels;
.2 the watertight subdivision arrangements and details;
.3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side amidships (regulation II-1/18)[4]	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
P1	.....	.....
P2	.....	.....
P3	.....	.....

1 Delete as appropriate.

2 Alternatively, the particulars of the ship may be placed horizontally in boxes.

3 In accordance with *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

4 For ships constructed before 1 January 2009, the applicable subdivision notation "C.1, C.2 and C.3" should be used.

2.2 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;

2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.5 the ship complied with the requirements of the Convention as regards radio installations;

2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

2.7 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.9 in all other respects the ship complied with the relevant requirements of the Convention;

2.10 the ship was/was not[1] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38[1] of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[1] is/is not[1] appended to this Certificate.

3 That an Exemption Certificate has/has not[1] been issued.

This certificate is valid until .....

Completion date of the survey on which this certificate is based: …… *(dd/mm/yyyy)*

Issued at .....
(Place of issue of certificate)

…… ……..
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

[1] Delete as appropriate.

RECORD OF EQUIPMENT FOR PASSENGER SHIP SAFETY (FORM P)

RECORD OF EQUIPMENT FOR COMPLIANCE WITH
THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974, AS AMENDED

1 ***Particulars of ship***

Name of ship .....
Distinctive number or letters .....
Number of passengers for which certified .....
Minimum number of persons with required qualifications to operate the radio installations .....

2 ***Details of life-saving appliances***

1	Total number of persons for which life-saving appliances are provided ……		
		Port Side	**Starboard side**
2	Total number of lifeboats	..……	……..
2.1	Total number of persons accommodated by them	……	……
2.2	Number of partially enclosed lifeboats (regulation III/21 and LSA Code, section 4.5)	……	……
2.3	Number of self-righting partially enclosed lifeboats (regulation III/43[1])	……	……
2.4	Number of totally enclosed lifeboats (regulation III/21 and LSA Code, section 4.6)	……	……
2.5	Other lifeboats		
2.5.1	Number	……	……
2.5.2	Type	……	……
3	Number of motor lifeboats (included in the total lifeboats shown above)	……	
3.1	Number of lifeboats fitted with searchlights	……	
4	Number of rescue boats	……	
4.1	Number of boats which are included in the total lifeboats shown above	……	
4.2	Number of boats which are fast rescue boats	……	
5	Liferafts		
5.1	Those for which approved launching appliances are required		
5.1.1	Number of liferafts	……	
5.1.2	Number of persons accommodated by them	……	
5.2	Those for which approved launching appliances are not required		
5.2.1	Number of liferafts	……	
5.2.2	Number of persons accommodated by them	……	
6	Number of Marine Evacuation Systems (MES)	……	
6.1	Number of liferafts served by them	……	
6.2	Number of persons accommodated by them	……	
7	Buoyant apparatus		
7.1	Number of apparatus	……	
7.2	Number of persons capable of being supported	……	

[1] Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998.

2 ***Details of life-saving appliances*** *(continued)*

8	Number of lifebuoys	.....
9	Number of lifejackets (total)	.....
9.1	Number of adult lifejackets	.....
9.2	Number of child lifejackets	.....
9.3	Number of infant lifejackets	.....
10	Immersion suits	.....
10.1	Total number	.....
10.2	Number of suits complying with the requirements for lifejackets	.....
11	Number of anti-exposure suits	.....
12	Number of thermal protective aids[2]	.....
13	Radio installations used in life-saving appliances	
13.1	Number of search and rescue locating devices	
13.1.1	Radar search and rescue transponders (SART)	.....
13.1.2	AIS search and rescue transmitters (AIS-SART)	.....
13.2	Number of two-way VHF radiotelephone apparatus	.....

3 ***Details of radio facilities***

Item		Actual provision
1	Primary systems	
1.1	VHF radio installation	
1.1.1	DSC encoder	.....
1.1.2	DSC watch receiver	.....
1.1.3	Radiotelephony	.....
1.2	MF radio installation	
1.2.1	DSC encoder	.....
1.2.2	DSC watch receiver	.....
1.2.3	Radiotelephony	.....
1.3	MF/HF radio installation	
1.3.1	DSC encoder	.....
1.3.2	DSC watch receiver	.....
1.3.3	Radiotelephony	.....
1.3.4	Direct-printing radiotelegraphy	.....
1.4	Inmarsat ship earth station	.....
2	Secondary means of alerting	.....
3	Facilities for reception of maritime safety information	
3.1	NAVTEX receiver	.....
3.2	EGC receiver	.....
3.3	HF direct-printing radiotelegraph receiver	.....
4	Satellite EPIRB	
4.1	COSPAS–SARSAT	.....
5	VHF EPIRB	.....
6	Ship's search and rescue locating device	
6.1	Radar search and rescue transponder (SART)	.....
6.2	AIS search and rescue transmitter (AIS- SART)	.....

[2] Excluding those required by the LSA Code, paragraphs 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13.

4 ***Methods used to ensure availability of radio facilities*** (regulations IV/15.6 and 15.7)

4.1 Duplication of equipment ..... …….
4.2 Shore-based maintenance ..... …….
4.3 At-sea maintenance capability..... …….

5 ***Details of navigational systems and equipment***

	Item	Actual provision
1.1	Standard magnetic compass[3]	……
1.2	Spare magnetic compass[3]	……
1.3	Gyro-compass[3]	……
1.4	Gyro-compass heading repeater[3]	……
1.5	Gyro-compass bearing repeater[3]	……
1.6	Heading or track control system[3]	……
1.7	Pelorus or compass bearing device[3]	……
1.8	Means of correcting heading and bearings	……
1.9	Transmitting heading device (THD)[3]	……
2.1	Nautical charts/Electronic chart display and information system (ECDIS)[4]	……
2.2	Back-up arrangements for ECDIS	……
2.3	Nautical publications	……
2.4	Back-up arrangements for electronic nautical publications	……
3.1	Receiver for a global navigation satellite system/terrestrial radionavigation system[3,4]	……
3.2	9 GHz radar[3]	……
3.3	Second radar (3 GHz/9 GHz[4])[3]	……
3.4	Automatic radar plotting aid (ARPA)[3]	……
3.5	Automatic tracking aid[3]	……
3.6	Second automatic tracking aid[3]	……
3.7	Electronic plotting aid[3]	……
4.1	Automatic identification system (AIS)	……
4.2	Long-range identification and tracking system	……
5	Voyage data recorder (VDR)	……
6.1	Speed and distance measuring device (through the water)[3]	……
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction)[3]	……
7	Echo-sounding device[3]	……
8.1	Rudder, propeller, thrust, pitch and operational mode indicator[3]	……
8.2	Rate-of-turn indicator[3]	……
9	Sound reception system[3]	……
10	Telephone to emergency steering position[3]	……
11	Daylight signalling lamp[3]	……
12	Radar reflector[3]	……
13	International Code of Signals	……
14	IAMSAR Manual, Volume III	……
15	Bridge navigational watch alarm system (BNWAS)	

[3] Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.

[4] Delete as appropriate.

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at ……
(Place of issue of the Record)

…… ……...
(Date of issue) *(Signature of duly authorized official issuing the Record)*

(Seal or stamp of the issuing authority, as appropriate)

FORM OF SAFETY CONSTRUCTION CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

(Official seal) *(State)*

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[1]

Name of ship .....
Distinctive number or letters……
Port of registry .....
Gross tonnage .....
Deadweight of ship (metric tons)[2] .....
IMO Number[3].....

Type of ship[4]

Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Cargo ship other than any of the above

Date of build:

Date of building contract .....
Date on which keel was laid or ship was at similar stage of construction .....
Date of delivery .....
Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable) .....

All applicable dates shall be completed.

1 Alternatively, the particulars of the ship may be placed horizontally in boxes.

2 For oil tankers, chemical tankers and gas carriers only.

3 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

4 Delete as appropriate.

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of regulation I/10 of the Convention.

2. That the survey showed that the condition of the structure, machinery and equipment as defined in the above regulation was satisfactory and the ship complied with the relevant requirements of chapters II-1 and II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans).

3. That an Exemption Certificate has/has not[4] been issued.

4. That the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17[4] of the Convention.

5. That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection[4] is/is not[4] appended to this Certificate.

This certificate is valid until .....

Completion date of the survey on which this certificate is based: ..... *(dd/mm/yyyy)*

Issued at .....
(Place of issue of certificate)

……. ……..
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

[4] Delete as appropriate.

FORM OF SAFETY EQUIPMENT CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety (Form E)

(Official seal) *(State)*

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[1]

Name of ship .....
Distinctive number or letters .....
Port of registry.....
Gross tonnage .....
Deadweight of ship (metric tons)[2] .....
Length of ship (regulation III/3.12) .....
IMO Number[3] .....

Type of ship[4]

Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Cargo ship other than any of the above

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced .....

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation I/8 of the Convention.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;

1 Alternatively, the particulars of the ship may be placed horizontally in boxes.

2 For oil tankers, chemical tankers and gas carriers only.

3 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

4 Delete as appropriate.

2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.5 the ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.6 in all other respects the ship complied with the relevant requirements of the Convention;

2.7 the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38[4] of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection/ life-saving appliances and arrangements[4] is/is not[4] appended to this Certificate.

3 That the ship operates in accordance with regulation III/26.1.1.1[5] within the limits of the trade area ……..

4 That an Exemption Certificate has/has not[4] been issued.

This certificate is valid until .....

Completion date of the survey on which this certificate is based: ……*(dd/mm/yyyy)*

Issued at .....
(Place of issue of certificate)

…… ……
(Date of issue) (Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

[4] Delete as appropriate.

[5] Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998 in the case of self-righting partially enclosed lifeboat(s) on board.

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM E)

RECORD OF EQUIPMENT FOR COMPLIANCE WITH
THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974, AS AMENDED

1 ***Particulars of ship***

Name of ship .....
Distinctive number or letters .....

2 ***Details of life-saving appliances***

1	Total number of persons for which life-saving appliances are provided ……		
		Port side	**Starboard side**
2	Total number of lifeboats	……..……	……
2.1	Total number of persons accommodated by them	……	……
2.2	Number of self-righting partially enclosed lifeboats (regulation III/43[1])	……	……
2.3	Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	……	……
2.4	Number of lifeboats with a self-contained air support system (regulation III/31 and LSA Code, section 4.8)	……	……
2.5	Number of fire-protected lifeboats (regulation III/31 and LSA Code, section 4.9)	……	……
2.6	Other lifeboats		
2.6.1	Number	……	……
2.6.2	Type	……	……
2.7	Number of free-fall lifeboats	……	
2.7.1	Totally enclosed (regulation III/31 and LSA Code, section 4.7)	……	
2.7.2	Self-contained (regulation III/31 and LSA Code, section 4.8)	……	
2.7.3	Fire-protected (regulation III/31 and LSA Code, section 4.9)	……	
3	Number of motor lifeboats (included in the total lifeboats shown above)	……	
3.1	Number of lifeboats fitted with searchlights	……	
4	Number of rescue boats	……	
4.1	Number of boats which are included in the total lifeboats shown above	……	
5	Liferafts		
5.1	Those for which approved launching appliances are required		
5.1.1	Number of liferafts	……	
5.1.2	Number of persons accommodated by them	……	

[1] Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998.

2 ***Details of life-saving appliances*** *(continued)*

5.2	Those for which approved launching appliances are not required	
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
5.3	Number of liferafts required by regulation III/31.1.4	.....
6	Number of lifebuoys	.....
7	Number of lifejackets	.....
8	Immersion suits	
8.1	Total number	.....
8.2	Number of suits complying with the requirements for lifejackets	.....
9	Number of anti-exposure suits	.....
10	Radio installations used in life-saving appliances	
10.1	Number of search and rescue locating devices	
10.1.1	Radar search and rescue transponders (SART)	.....
10.1.2	AIS search and rescue transmitters (AIS-SART)	.....
10.2	Number of two-way VHF radiotelephone apparatus	.....

3 ***Details of navigational systems and equipment***

	Item	Actual provision
1.1	Standard magnetic compass[2]	.....
1.2	Spare magnetic compass[2]	.....
1.3	Gyro-compass[2]	.....
1.4	Gyro-compass heading repeater[2]	.....
1.5	Gyro-compass bearing repeater[2]	.....
1.6	Heading or track control system[2]	.....
1.7	Pelorus or compass bearing device[2]	.....
1.8	Means of correcting heading and bearings	.....
1.9	Transmitting heading device (THD)[2]	.....
2.1	Nautical charts/Electronic chart display and information system (ECDIS)[3]	.....
2.2	Back-up arrangements for ECDIS	.....
2.3	Nautical publications	.....
2.4	Back-up arrangements for electronic nautical publications	.....
3.1	Receiver for a global navigation satellite system/terrestrial radionavigation system[2, 3]	.....
3.2	9 GHz radar[2]	.....
3.3	Second radar (3 GHz/9 GHz[3])[2]	.....
3.4	Automatic radar plotting aid (ARPA)[2]	.....
3.5	Automatic tracking aid[2]	.....
3.6	Second automatic tracking aid[2]	.....
3.7	Electronic plotting aid[2]	.....

[2] Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they shall be specified.

[3] Delete as appropriate.

3 ***Details of navigational systems and equipment*** *(continued)*

	Item	Actual provision
4.1	Automatic identification system (AIS)	.....
4.2	Long-range identification and tracking system	.....
5.1	Voyage data recorder (VDR)[3]	.....
5.2	Simplified voyage data recorder (S-VDR)[3]	.....
6.1	Speed and distance measuring device (through the water)[2]	.....
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction)[2]	.....
7	Echo-sounding device[2]	.....
8.1	Rudder, propeller, thrust, pitch and operational mode indicator[2]	.....
8.2	Rate-of-turn indicator[2]	.....
9	Sound reception system[2]	.....
10	Telephone to emergency steering position[2]	.....
11	Daylight signalling lamp[2]	.....
12	Radar reflector[2]	.....
13	International Code of Signals	.....
14	IAMSAR Manual, Volume III	.....
15	Bridge navigational watch alarm system (BNWAS)	.....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....
(Place of issue of the Record)

....
(Date of issue) *(Signature of duly authorized official issuing the Record)*

(Seal or stamp of the issuing authority, as appropriate)

2 Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they shall be specified.

3 Delete as appropriate.

FORM OF SAFETY RADIO CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY RADIO CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment
for Cargo Ship Safety Radio (Form R)

(Official seal) *(State)*

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[1]

Name of ship .....
Distinctive number or letters .....
Port of registry .....
Gross tonnage .....
Sea areas in which ship is certified to operate (regulation IV/2) .....
IMO Number[2] .....
Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced .....

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation I/9 of the Convention.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards radio installations;

2.2 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention.

3 That an Exemption Certificate has/has not[3] been issued.

1 Alternatively, the particulars of the ship may be placed horizontally in boxes.

2 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

3 Delete as appropriate.

This certificate is valid until .....

Completion date of the survey on which this certificate is based: ..... *(dd/mm/yyyy)*

Issued at .....
(Place of issue of certificate)

....
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY RADIO (FORM R)

RECORD OF EQUIPMENT FOR COMPLIANCE
WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY
OF LIFE AT SEA, 1974, AS AMENDED

1 *Particulars of ship*

Name of ship .....
Distinctive number or letters .....
Minimum number of persons with required
qualifications to operate the radio installations .....

2 *Details of radio facilities*

Item		Actual provision
1	Primary systems	
1.1	VHF radio installation	
1.1.1	DSC encoder	……..
1.1.2	DSC watch receiver	……..
1.1.3	Radiotelephony	……..
1.2	MF radio installation	
1.2.1	DSC encoder	……..
1.2.2	DSC watch receiver	……..
1.2.3	Radiotelephony	……..
1.3	MF/HF radio installation	
1.3.1	DSC encoder	……..
1.3.2	DSC watch receiver	……..
1.3.3	Radiotelephony	……..
1.3.4	Direct-printing telegraphy	……..
1.4	Inmarsat ship earth station	……..
2	Secondary means of alerting	……..
3	Facilities for reception of maritime safety information	
3.1	NAVTEX receiver	……..
3.2	EGC receiver	……..
3.3	HF direct-printing radiotelegraph receiver	……..
4	Satellite EPIRB	……..
4.1	COSPAS–SARSAT	……..
5	VHF EPIRB	……..
6	Ship's search and rescue locating device	
6.1	Radar search and rescue transponder (SART)	……..
6.2	AIS search and rescue transmitter (AIS-SART)	……..

3 ***Methods used to ensure availability of radio facilities*** (regulations IV/15.6 and 15.7)

3.1 Duplication of equipment …….

3.2 Shore-based maintenance ……

3.3 At-sea maintenance capability ……..

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....
(Place of issue of the Record)

…… ……
(Date of issue) *(Signature of duly authorized official issuing the Record)*

(Seal or stamp of the issuing authority, as appropriate)

FORM OF EXEMPTION CERTIFICATE

EXEMPTION CERTIFICATE

(Official seal) *(State)*

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[1]

Name of ship.....
Distinctive number or letters .....
Port of registry .....
Gross tonnage .....
IMO Number[2] .....

THIS IS TO CERTIFY:

That the ship is, under the authority conferred by regulation……..
of the Convention, exempted from the requirements of ……
…… of the Convention.

Conditions, if any, on which the Exemption Certificate is granted:
……..
.....

Voyages, if any, for which the Exemption Certificate is granted:

……
……..

This certificate is valid until ..... subject to the ……Certificate, to which this certificate is attached, remaining valid.

Issued at.....
(Place of issue of certificate)

……... ……
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

1 Alternatively, the particulars of the ship may be placed horizontally in boxes.

2 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

FORM OF NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

NUCLEAR PASSENGER SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Passenger Ship Safety (Form P)

(Official seal) *(State)*

for *an / a short*[1] international voyage

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[2]

Name of ship .....
Distinctive number or letters .....
Port of registry .....
Gross tonnage .....
Sea areas in which ship is certified to operate (regulation IV/2) .....
IMO Number[3] .....

Date of build:

Date of building contract .....
Date on which keel was laid or ship was at similar stage of construction .....
Date of delivery .....
Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable) .....

All applicable dates shall be completed.

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation VIII/9 of the Convention.

2 That the ship, being a nuclear ship, complied with all the requirements of chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship; and that:

2.1 the ship complied with the requirements of the Convention as regards:

.1 the structure, main and auxiliary machinery, boilers and other pressure vessels, including the nuclear propulsion plant and the collision protective structure;

---

1 Delete as appropriate.

2 Alternatively, the particulars of the ship may be placed horizontally in boxes.

3 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

.2 the watertight subdivision arrangements and details;

.3 the following subdivision load lines:

Subdivision load lines assigned and marked on the ship's side amidships (regulation II-1/18)[4]	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
P1	…….	……..
P2	…….	……..
P3	…….	……..

2.2 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;

2.3 the ship complied with the requirements of the Convention as regards radiation protection systems and equipment;

2.4 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.5 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.6 the ship complied with the requirements of the Convention as regards radio installations;

2.7 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

2.8 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.9 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.10 in all other respects the ship complied with the relevant requirements of the Convention;

2.11 the ship was/was not[1] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2 /17 / III/38[1] of the Convention;

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances and arrangements[1] is/is not[1] appended to this Certificate.

This certificate is valid until .....

Completion date of the survey on which this certificate is based: ……(*dd/mm/yyyy)*

Issued at .....
(Place of issue of certificate)

…… ……
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

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1 Delete as appropriate.

4 For ships constructed before 1 January 2009, the applicable subdivision notation "C.1, C.2 and C.3" should be used.

FORM OF NUCLEAR CARGO SHIP SAFETY CERTIFICATE

NUCLEAR CARGO SHIP SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety (Form C)

(Official seal) *(State)*

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as amended

under the authority of the Government of

_____
(name of the State)

by _____
(person or organization authorized)

Particulars of ship[1]

Name of ship .....
Distinctive number or letters .....
Port of registry .....
Gross tonnage .....
Deadweight of ship (metric tons)[2] .....
Length of ship (regulation III/3.12) .....
Sea areas in which ship is certified to operate (regulation IV/2) .....
IMO Number[3] .....

Type of ship[4]
Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Cargo ship other than any of the above

Date of build:

Date of building contract .....
Date on which keel was laid or ship was at similar stage of construction .....
Date of delivery .....
Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable) .....

All applicable dates shall be completed.

1 Alternatively, the particulars of the ship may be placed horizontally in boxes.

2 For oil tankers, chemical tankers and gas carriers only.

3 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

4 Delete as appropriate.

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation VIII/9 of the Convention.

2 That the ship, being a nuclear ship, complied with all the requirements of chapter VIII of the Convention and conformed to the Safety Assessment approved for the ship; and that:

2.1 the condition of the structure, machinery and equipment as defined in regulation I/10 (as applicable to comply with regulation VIII/9), including the nuclear propulsion plant and the collision protective structure, was satisfactory and the ship complied with the relevant requirements of chapter II-1 and chapter II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans);

2.2 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;

2.3 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.4 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.5 the ship complied with the requirements of the Convention as regards radio installations;

2.6 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

2.7 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.8 the ship was provided with lights, shapes, means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.9 in all other respects the ship complied with the relevant requirements of the regulations, so far as these requirements apply thereto;

2.10 the ship was/was not[3] subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38[3] of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliance and arrangements[3] is/is not[3] appended to this Certificate.

This certificate is valid until .....

Completion date of the survey on which this certificate is based: …… (*dd/mm/yyyy)*

Issued at .....
(Place of issue of certificate)

…….. ……
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

[3] Delete as appropriate.

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM C)

RECORD OF EQUIPMENT FOR COMPLIANCE WITH
THE INTERNATIONAL CONVENTION FOR THE SAFETYOF
LIFE AT SEA, 1974, AS AMENDED

1 *Particulars of ship*

Name of ship.....
Distinctive number or letters.....
Minimum number of persons with required qualifications to operate the radio installations .....

2 *Details of life-saving appliances*

1	Total number of persons for which life-saving appliances are provided:		
		Port side	**Starboard side**
2	Total number of lifeboats	.....	.....
2.1	Total number of persons accommodated by them	.....	.....
2.2	Number of self-righting partially enclosed lifeboats (regulation III/43[1])	.....	.....
2.3	Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	.....	.....
2.4	Number of lifeboats with a self-contained air support system (regulation III/31 and LSA Code, section 4.8)	.....	.....
2.5	Number of fire-protected lifeboats (regulation III/31 and LSA Code, section 4.9)	.....	.....
2.6	Other lifeboats		
2.6.1	Number	.....	.....
2.6.2	Type	.....	.....
2.7	Number of free-fall lifeboats	.....	
2.7.1	Totally enclosed (regulation III/31 and LSA Code, section 4.7)	.....	
2.7.2	Self-contained (regulation III/31 and LSA Code, section 4.8)	.....	
2.7.3	Fire-protected (regulation III/31 and LSA Code, section 4.9)	.....	
3	Number of motor lifeboats (included in the total lifeboats shown above)	.....	
3.1	Number of lifeboats fitted with searchlights	.....	
4	Number of rescue boats	.....	
4.1	Number of boats which are included in the total lifeboats shown above	.....	

[1] Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998.

2 ***Details of life-saving appliances*** *(continued)*

5	Liferafts	
5.1	Those for which approved launching appliances are required	
5.1.1	Number of liferafts	.....
5.1.2	Number of persons accommodated by them	.....
5.2	Those for which approved launching appliances are not required	
5.2.1	Number of liferafts	.....
5.2.2	Number of persons accommodated by them	.....
5.3	Number of liferafts required by regulation III/31.1.4	.....
6	Number of lifebuoys	.....
7	Number of lifejackets	.....
8	Immersion suits	
8.1	Total number	.....
8.2	Number of suits complying with the requirements for lifejackets	.....
9	Number of anti-exposure suits	.....
10	Radio installations used in life-saving appliances	
10.1	Number of search and rescue locating devices	
10.1.1	Radar search and rescue transponders (SART)	.....
10.1.2	AIS search and rescue transmitters (AIS-SART)	.....
10.2	Number of two-way VHF radiotelephone apparatus	.....

3 ***Details of radio facilities***

Item		Actual provision
1	Primary systems	
1.1	VHF radio installation	
1.1.1	DSC encoder	……..
1.1.2	DSC watch receiver	……..
1.1.3	Radiotelephony	……..
1.2	MF radio installation	
1.2.1	DSC encoder	……..
1.2.2	DSC watch receiver	……..
1.2.3	Radiotelephony	……..
1.3	MF/HF radio installation	
1.3.1	DSC encoder	……..
1.3.2	DSC watch receiver	……..
1.3.3	Radiotelephony	……..
1.3.4	Direct-printing telegraphy	……..
1.4	Inmarsat ship earth station	……..
2	Secondary means of alerting	……..
3	Facilities for reception of maritime safety information	
3.1	NAVTEX receiver	……..
3.2	EGC receiver	……..
3.3	HF direct-printing radiotelegraph receiver	……..
4	Satellite EPIRB	
4.1	COSPAS-SARSAT	……..
5	VHF EPIRB	……..
6	Ship's search and rescue locating device	
6.1	Radar search and rescue transponder (SART)	……..
6.2	AIS search and rescue transmitter (AIS-SART)	……..

4 ***Methods used to ensure availability of radio facilities*** (regulations IV/15.6 and 15.7)

4.1 Duplication of equipment .....
4.2 Shore-based maintenance .....
4.3 At-sea maintenance capability .....

5 ***Details of navigational systems and equipment***

	Item	Actual provision
1.1	Standard magnetic compass[2]	……..
1.2	Spare magnetic compass[2]	……..
1.3	Gyro-compass[2]	……..
1.4	Gyro-compass heading repeater[2]	……..
1.5	Gyro-compass bearing repeater[2]	……..
1.6	Heading or track control system[2]	……..
1.7	Pelorus or compass bearing device[2]	……..
1.8	Means of correcting heading and bearings	……..
1.9	Transmitting heading device (THD)[2]	……..
2.1	Nautical charts/Electronic chart display and information system (ECDIS)[3]	……..
2.2	Back-up arrangements for ECDIS	……..
2.3	Nautical publications	……..
2.4	Back-up arrangements for electronic nautical publications	……..
3.1	Receiver for a global navigation satellite system/terrestrial radionavigation system[2, 3]	……..
3.2	9 GHz radar[2]	……..
3.3	Second radar (3 GHz/9 GHz[3])[2]	……..
3.4	Automatic radar plotting aid (ARPA)[2]	……..
3.5	Automatic tracking aid[2]	……..
3.6	Second automatic tracking aid[2]	……..
3.7	Electronic plotting aid[2]	……..
4.1	Automatic identification system (AIS)	……..
4.2	Long-range identification and tracking system	……..
5.1	Voyage data recorder (VDR)[3]	……..
5.2	Simplified voyage data recorder (S-VDR)[3]	……..
6.1	Speed and distance measuring device (through the water)[2]	……..
6.2	Speed and distance measuring device (over the ground in the forward and athwartships direction)[2]	……..
7	Echo-sounding device[2]	……..

[2] Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.

[3] Delete as appropriate.

5 ***Details of navigational systems and equipment*** *(continued)*

8.1	Rudder, propeller, thrust, pitch and operational mode indicator[2]	……..
8.2	Rate-of-turn indicator[2]	……..
9	Sound reception system[2]	……..
10	Telephone to emergency steering position[2]	……..
11	Daylight signalling lamp[2]	……..
12	Radar reflector[2]	……..
13	International Code of Signals	……..
14	IAMSAR Manual, Volume III	……..
15	Bridge navigational watch alarm system (BNWAS)	……

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....
(Place of issue of the Record)

…….. ……..
(Date of issue) *(Signature of duly authorized official issuing the Record)*

(Seal or stamp of the issuing authority, as appropriate)

***

[2] Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means they shall be specified.

ANNEX 3

RESOLUTION MSC.339(91)
(adopted on 30 November 2012)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.98(73), by which it adopted the International Code for Fire Safety Systems (hereinafter referred to as "the FSS Code"), which has become mandatory under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO Article VIII(b) and regulation II-2/3.22 of the Convention concerning the procedure for amending the FSS Code,

HAVING CONSIDERED, at its ninety-first session, amendments to the FSS Code, proposed and circulated in accordance with Article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with Article VIII(b)(iv) of the Convention, amendments to the International Code for Fire Safety Systems, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with Article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2014, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to the Convention to note that, in accordance with Article VIII(b)(vii)(2) of the Convention the amendments shall enter into force on 1 July 2014, upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with Article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* * *

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)

CHAPTER 3
PERSONNEL PROTECTION

1 The existing paragraph 2.1.2 is replaced by the following two new paragraphs:

"2.1.2.1 Breathing apparatus shall be a self-contained compressed air breathing apparatus for which the volume of air contained in the cylinders shall be at least 1,200 *l*, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 min. All air cylinders for breathing apparatus shall be interchangeable.

2.1.2.2 Compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 *l*."

CHAPTER 5
FIXED GAS FIRE-EXTINGUISHING SYSTEMS

2 In paragraph 2.1.1.1, after the second sentence, the following new sentence is added:

"Adjacent spaces with independent ventilation systems not separated by at least A-0 class divisions should be considered as the same space."

3 In paragraph 2.1.1.3, after the first sentence, the following new sentence is added:

"It shall not be necessary to move the containers completely from their fixing position for this purpose. For carbon dioxide systems, hanging bars for a weighing device above each bottle row, or other means shall be provided. For other types of extinguishing media, suitable surface indicators may be used."

4 In paragraph 2.1.3.2, the first sentence is replaced by the following:

"Means shall be provided for automatically giving audible and visual warning of the release of fire-extinguishing medium into any ro-ro spaces, container holds equipped with integral reefer containers, spaces accessible by doors or hatches, and other spaces in which personnel normally work or to which they have access."

5 The following new paragraph 2.2.1.2 is added after the existing paragraph 2.2.1.1 and the subsequent paragraphs are renumbered accordingly, including references to those paragraphs:

"2.2.1.2 For vehicle spaces and ro-ro spaces which are not special category spaces, the quantity of carbon dioxide available shall be at least sufficient to give a minimum volume of free gas equal to 45% of the gross volume of the largest such cargo space which is capable of being sealed, and the arrangements shall be such as to ensure that at least two thirds of the gas required for the relevant space shall be

introduced within 10 min. Carbon dioxide systems shall not be used for the protection of special category spaces."

6 The following new paragraph 2.2.1.7 is added after the renumbered paragraph 2.2.1.6:

"2.2.1.7 For container and general cargo spaces (primarily intended to carry a variety of cargoes separately secured or packed) the fixed piping system shall be such that at least two thirds of the gas can be discharged into the space within 10 min. For solid bulk cargo spaces the fixed piping system shall be such that at least two thirds of the gas can be discharged into the space within 20 min. The system controls shall be arranged to allow one third, two thirds or the entire quantity of gas to be discharged based on the loading condition of the hold."

7 In paragraph 2.2.2, the first sentence is replaced by the following:

"Carbon dioxide systems for the protection of ro-ro spaces, container holds equipped with integral reefer containers, spaces accessible by doors or hatches, and other spaces in which personnel normally work or to which they have access shall comply with the following requirements:"

8 Section 2.4 is deleted.

9 Section 2.5 is renumbered as "2.4" and the words "in paragraphs 2.2 to 2.4" are replaced with the words "in paragraphs 2.2 and 2.3".

CHAPTER 7
FIXED PRESSURE WATER-SPRAYING AND WATER-MIST FIRE-EXTINGUISHING SYSTEMS

10 The following new paragraph 2.4 is added after the existing paragraph 2.3:

"**2.4 Fixed water-based fire-fighting systems for ro-ro spaces, vehicle spaces and special category spaces**

Fixed water-based fire-fighting systems for ro-ro spaces, vehicle spaces and special category spaces shall be approved by the Administration based on guidelines developed by the Organization*.

* Refer to the Revised guidelines for approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces (MSC.1/Circ.1430)."

CHAPTER 8
AUTOMATIC SPRINKLER, FIRE DETECTION AND FIRE ALARM SYSTEMS

11 In paragraph 2.5.2.3, after the first sentence, the following new sentence is added:

"For this purpose, nominal area shall be taken as the gross horizontal projection of the area to be covered."

CHAPTER 9
FIXED FIRE DETECTION AND FIRE ALARM SYSTEMS

12 In paragraph 2.2.1, after the third sentence, the following new sentence is added:

"On ships constructed on or after 1 July 2014, the changeover switch shall be arranged such that a fault will not result in the loss of both power supplies."

13 The following new paragraph is added after paragraph 2.2.1, and the existing paragraph 2.2.2 is renumbered as paragraph 2.2.3:

"2.2.2 On ships constructed on or after 1 July 2014, the operation of the automatic changeover switch or a failure of one of the power supplies shall not result in loss of fire detection capability. Where a momentary loss of power would cause degradation of the system, a battery of adequate capacity shall be provided to ensure continuous operation during changeover."

14 The existing paragraph 2.2.3 is deleted and the following new paragraphs are added after the renumbered paragraph 2.2.3:

"2.2.4 The emergency source of power specified in paragraph 2.2.1 above may be supplied by accumulator batteries or from the emergency switchboard. The power source shall be sufficient to maintain the operation of the fire detection and fire alarm system for the periods required under chapter II-1, regulations 42 and 43, of the Convention and, at the end of that period, shall be capable of operating all connected visual and audible fire alarm signals for a period of at least 30 min.

2.2.5 On ships constructed on or after 1 July 2014, where the system is supplied from accumulator batteries, they shall be located in or adjacent to the control panel for the fire detection system, or in another location suitable for use in an emergency. The rating of the battery charge unit shall be sufficient to maintain the normal output power supply to the fire detection system while recharging the batteries from a fully discharged condition."

15 In paragraphs 2.3.1.2, 2.3.1.3 and 2.3.1.5, the referenced standard "IEC 60092 505:2001" is replaced by "IEC 60092-504".

16 In paragraph 2.5.1.3, after the second sentence, the following new sentence is added:

"In ships constructed on or after 1 July 2014, with a cargo control room, an additional indicating unit shall be located in the cargo control room."

17 In paragraph 2.5.2, after the second sentence, the following new sentence is added:

"On ships constructed on or after 1 July 2014, detectors installed within cold spaces such as refrigerated compartments shall be tested using procedures having due regard for such locations.[*]

[*] Refer to the recommendations of the International Electrotechnical Commission, in particular publication IEC 60068-2-1 – Section one -Test Ab, *Environmental Testing – Part 2-1: Tests – Test A: Cold.*"

CHAPTER 12
FIXED EMERGENCY FIRE PUMPS

18 The existing paragraph 2.2.2.1 is replaced by the following:

"2.2.2.1 Starting of diesel engine

Any diesel-driven power source for the pump shall be capable of being readily started in its cold condition down to the temperature of 0°C by hand (manual) cranking. Where ready starting cannot be assured, if this is impracticable, or if lower temperatures are likely to be encountered, and if the room for the diesel driven power source is not heated, electric heating of the diesel engine cooling water or lubricating oil system shall be fitted, to the satisfaction of the Administration. If hand (manual) starting is impracticable, the Administration may permit compressed air, electricity, or other sources of stored energy, including hydraulic power or starting cartridges to be used as a means of starting. These means shall be such as to enable the diesel-driven power source to be started at least six times within a period of 30 min and at least twice within the first 10 min."

CHAPTER 13
ARRANGEMENT OF MEANS OF ESCAPE

19 The existing paragraph 2.2.4 is replaced by the following:

"2.2.4 Landings

With the exception of intermediate landings, landings at each deck level shall be not less than 2 m^2 in area and shall increase by 1 m^2 for every 10 persons provided for in excess of 20 persons, but need not exceed 16 m^2, except for those landings servicing public spaces having direct access onto the stairway enclosure. Intermediate landings shall be sized in accordance with paragraph 2.3.1."

CHAPTER 14
FIXED DECK FOAM SYSTEMS

20 The existing chapter 14 is replaced by the following:

"1 Application

1.1 This chapter details the specification of fixed deck foam systems which are required to be provided by chapter II-2 of the Convention.

2 Engineering specifications

2.1 *General*

2.1.1 The arrangements for providing foam shall be capable of delivering foam to the entire cargo tanks deck area as well as into any cargo tank the deck of which has been ruptured.

2.1.2 The deck foam system shall be capable of simple and rapid operation.

2.1.3 Operation of a deck foam system at its required output shall permit the simultaneous use of the minimum required number of jets of water at the required pressure from the fire main. Where the deck foam system is supplied by a common line from the fire main, additional foam concentrate shall be provided for operation of two nozzles for the same period of time required for the foam system. The simultaneous use of the minimum required jets of water shall be possible on deck over the full length of the ship, in the accommodation, service spaces, control stations and machinery spaces.

2.2 *Component requirements*

2.2.1 *Foam solution and foam concentrate*

2.2.1.1 For tankers carrying:

.1 crude oil or petroleum products having a flashpoint not exceeding 60ºC (closed cup), as determined by an approved flashpoint apparatus, and a Reid vapour pressure which is below atmospheric pressure or other liquid products having a similar fire hazard, including cargoes in chapter 18 of the IBC Code, having a flashpoint not exceeding 60ºC (closed cup) for which a regular foam fire-fighting system is effective (refer to regulations II-2/1.6.1 and 10.8 of the Convention); or

.2 petroleum products with a flashpoint exceeding 60ºC (closed cup), as determined by an approved flashpoint apparatus (refer to regulation II-2/1.6.4 of the Convention); or

.3 IBC Code chapter 17 products with a flashpoint exceeding 60°C (closed cup) determined by an approved flashpoint apparatus (refer to paragraph 11.1.3 of the IBC Code and regulation II-2/1.6.4 of the Convention),

the rate of supply of foam solution shall be not less than the greatest of the following:

.1 0.6 *l*/min per square metre of cargo tanks deck area, where cargo tanks deck area means the maximum breadth of the ship multiplied by the total longitudinal extent of the cargo tank spaces;

.2 6 *l*/min per square metre of the horizontal sectional area of the single tank having the largest such area; or

.3 3 *l*/min per square metre of the area protected by the largest monitor, such area being entirely forward of the monitor, but in no case should the output of any monitor be less than 1,250 *l*/min.

2.2.1.2 For tankers carrying chemicals in bulk listed in chapter 17 of the IBC Code having a flashpoint not exceeding 60ºC (closed cup), the rate of supply of foam solution shall be as required by the IBC Code.

2.2.1.3 Sufficient foam concentrate shall be supplied to ensure at least 20 min of foam generation in tankers fitted with an inert gas installation or 30 min of foam generation in tankers not fitted with an inert gas installation or not required to use an inert gas system.

2.2.1.4 The foam concentrate supplied on board shall be approved by the Administration* for the cargoes intended to be carried. Type B foam concentrates shall be supplied for the protection of crude oil, petroleum products and non-polar solvent cargoes. Type A foam concentrates shall be supplied for polar solvent cargoes, as listed in the table of chapter 17 of the IBC Code. Only one type of foam concentrate shall be supplied, and it shall be effective for the maximum possible number of cargoes intended to be carried. For cargoes for which foam is not effective or is incompatible, additional arrangements to the satisfaction of the Administration shall be provided.

* Refer to the *Guidelines for performance and testing criteria and surveys of foam concentrates for fixed fire-extinguishing systems* (MSC.1/Circ.1312).

2.2.1.5 Liquid cargoes with a flashpoint not exceeding 60°C for which a regular foam fire-fighting system is not effective shall comply with the provisions of regulation II-2/1.6.2.1 of the Convention.

2.2.2 *Monitors and foam applicators*

2.2.2.1 Foam from the fixed foam system shall be supplied by means of monitors and foam applicators. Prototype tests of the monitors and foam applicators shall be performed to ensure the foam expansion and drainage time of the foam produced does not differ more than ± 10 per cent of that determined in paragraph 2.2.1.4. When medium expansion ratio foam (between 21 to 1 and 200 to 1 expansion ratio) is employed, the application rate of the foam and the capacity of a monitor installation shall be to the satisfaction of the Administration. At least 50 per cent of the foam solution supply rate required shall be delivered from each monitor. On tankers of less than 4,000 tonnes deadweight the Administration may not require installation of monitors but only applicators. However, in such a case the capacity of each applicator shall be at least 25 per cent of the foam solution supply rate required.

2.2.2.2 The capacity of any applicator shall be not less than 400 *l*/min and the applicator throw in still air conditions shall be not less than 15 m.

2.3 *Installation requirements*

2.3.1 *Main control station*

2.3.1.1 The main control station for the system shall be suitably located outside the cargo area, adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the areas protected.

2.3.2 *Monitors*

2.3.2.1 The number and position of monitors shall be such as to comply with paragraph 2.1.1.

2.3.2.2 The distance from the monitor to the farthest extremity of the protected area forward of that monitor shall not be more than 75 per cent of the monitor throw in still air conditions.

2.3.2.3 A monitor and hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck. The monitors and hose connections shall be aft of any cargo tanks, but may be located in the cargo area above pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks if capable of protecting the deck below and aft of each other. On tankers of less than 4,000 tonnes deadweight a hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck.

2.3.3 *Applicators*

2.3.3.1 At least four foam applicators shall be provided on all tankers. The number and disposition of foam main outlets shall be such that foam from at least two applicators can be directed on to any part of the cargo tanks deck area.

2.3.3.2 Applicators shall be provided to ensure flexibility of action during fire-fighting operations and to cover areas screened from the monitors.

2.3.4 *Isolation valves*

2.3.4.1 Valves shall be provided in the foam main, and in the fire main when this is an integral part of the deck foam system, immediately forward of any monitor position to isolate damaged sections of those mains."

Footnotes:

In paragraph 2.1.1, subparagraph .4, after the second sentence, the following footnote is added:

"Refer to the recommendations of the International Electrotechnical Commission, in particular publication IEC 60079, Electrical Apparatus for Explosive Gas Atmospheres."

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ANNEX 4

RESOLUTION MSC.340(91)
(adopted on 30 November 2012)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.4(48), by which it adopted the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (hereinafter referred to as "the IBC Code"), which has become mandatory under chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO Article VIII(b) and regulation VII/8.1 of the Convention concerning the procedure for amending the IBC Code,

CONSIDERING that it is highly desirable for the requirements of the IBC Code, which are mandatory under both the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) and the Convention, to remain identical,

NOTING that the Marine Environment Protection Committee, at its sixty-fourth session, adopted corresponding amendments to the IBC Code by resolution MEPC.225(64),

HAVING CONSIDERED, at its ninety-first session, amendments to the IBC Code proposed and circulated in accordance with Article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with Article VIII(b)(iv) of the Convention, amendments to the IBC Code, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with Article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 December 2013 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to note that, in accordance with Article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 June 2014 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with Article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* * *

ANNEX

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

The existing text of chapters 17, 18 and 19 of the IBC Code is replaced by the following:

Chapter 17

Summary of minimum requirements

Mixtures of noxious liquid substances presenting pollution hazards only, and which are assessed or provisionally assessed under regulation 6.3 of MARPOL Annex II, may be carried under the requirements of the Code applicable to the appropriate position of the entry in this chapter for Noxious Liquid Substances, not otherwise specified (n.o.s.).

EXPLANATORY NOTES

Product name *(column a)*	The product name shall be used in the shipping document for any cargo offered for bulk shipments. Any additional name may be included in brackets after the product name. In some cases, the product names are not identical with the names given in previous issues of the Code
UN Number *(column b)*	Deleted
Pollution Category *(column c)*	The letter X, Y, Z means the Pollution Category assigned to each product under MARPOL Annex II
Hazards *(column d)*	"S" means that the product is included in the Code because of its safety hazards; "P" means that the product is included in the Code because of its pollution hazards; and "S/P" means that the product is included in the Code because of both its safety and pollution hazards
Ship type *(column e)*	1: ship type 1 (2.1.2.1) 2: ship type 2 (2.1.2.2) 3: ship type 3 (2.1.2.3)
Tank type *(column f)*	1: independent tank (4.1.1) 2: integral tank (4.1.2) G: gravity tank (4.1.3) P: pressure tank (4.1.4)
Tank vents *(column g)*	Cont.: controlled venting Open: open venting
Tank environmental control *(column h)*	Inert: inerting (9.1.2.1) Pad: liquid or gas padding (9.1.2.2) Dry: drying (9.1.2.3) Vent: natural or forced ventilation (9.1.2.4) No: no special requirements under this Code
Electrical equipment *(column i)*	Temperature classes (i') T1 to T6 – indicates no requirements blank no information Apparatus group (i") IIA, IIB or IIC: – indicates no requirements blank no information Flashpoint (i"') Yes: flashpoint exceeding 60°C (10.1.6) No: flashpoint not exceeding 60°C (10.1.6) NF: non-flammable product (10.1.6)

Gauging *(column j)*	O: open gauging (13.1.1.1) R: restricted gauging (13.1.1.2) C: closed gauging (13.1.1.3)
Vapour detection *(column k)*	F: flammable vapours T: toxic vapours No: indicates no special requirements under this Code
Fire protection *(column l)*	A: alcohol-resistant foam or multi-purpose foam B: regular foam; encompasses all foams that are not of an alcohol-resistant type, including fluoro-protein and aqueous-film-forming foam (AFFF) C: water-spray D: dry chemical No: no special requirements under this Code
Materials of construction *(column m)*	Deleted
Emergency equipment *(column n)*	Yes: see 14.3.1 No: no special requirements under this Code
Specific and operational requirements *(column o)*	When specific reference is made to chapters 15 and/or 16, these requirements shall be additional to the requirements in any other column

Note: The following pages are numbered according to the database generation.

* * *

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Acetic acid	Z	S/P	3	2G	Cont	No	T1	IIA	No	R	F	A	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.19.6, 16.2.9
Acetic anhydride	Z	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	A	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.19.6
Acetochlor	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Acetone cyanohydrin	Y	S/P	2	2G	Cont	No	T1	IIA	Yes	C	T	A	Yes	15.12, 15.13,15.17, 15.18, 15.19, 16.6.1, 16.6.2, 16.6.3
Acetonitrile	Z	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	A	No	15.12, 15.19.6
Acetonitrile (Low purity grade)	Y	S/P	3	2G	Cont	No	T1	IIA	No	R	FT	AC	No	15.12.3, 15.12.4, 15.19.6
Acid oil mixture from soyabean, corn (maize) and sunflower oil refining	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Acrylamide solution (50% or less)	Y	S/P	2	2G	Open	No			NF	C	No	No	No	15.12.3, 15.13, 15.19.6, 16.2.9, 16.6.1
Acrylic acid	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	A	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12.3, 15.12.4, 15.13, 15.17, 15.19, 16.2.9, 16.6.1
Acrylonitrile	Y	S/P	2	2G	Cont	No	T1	IIB	No	C	FT	A	Yes	15.12, 15.13, 15.17, 15.19
Acrylonitrile-Styrene copolymer dispersion in polyether polyol	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Adiponitrile	Z	S/P	3	2G	Cont	No		IIB	Yes	R	T	A	No	16.2.9
Alachlor technical (90% or more)	X	S/P	2	2G	Open	No			Yes	O	No	AC	No	15.19.6, 16.2.9
Alcohol (C9-C11) poly (2.5-9) ethoxylate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Alcohol (C6-C17) (secondary) poly(3-6)ethoxylates	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Alcohol (C6-C17) (secondary) poly(7-12)ethoxylates	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Alcohol (C12-C16) poly(1-6)ethoxylates	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Alcohol (C12-C16) poly(20+)ethoxylates	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Alcohol (C12-C16) poly(7-19)ethoxylates	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Alcohols (C13+)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Alcohols (C12+), primary, linear	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Alcohols (C8-C11), primary, linear and essentially linear	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.6, 16.2.9
Alcohols (C12-C13), primary, linear and essentially linear	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Alcohols (C14-C18), primary, linear and essentially linear	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Alkanes (C6-C9)	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Iso- and cyclo-alkanes (C10-C11)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Iso- and cyclo-alkanes (C12+)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	
Alkanes(C10-C26), linear and branched, (flashpoint >60°C)	Y	S/P	3	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6

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n-Alkanes (C10+)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Alkaryl polyethers (C9-C20)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Alkenoic acid, polyhydroxy ester borated	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.6
Alkenyl (C11+) amide	X	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Alkenyl (C16-C20) succinic anhydride	Z	S/P	3	2G	Cont	No			Yes	C	T	No	Yes	15.12, 15.17, 15.19
Alkyl acrylate-vinylpyridine copolymer in toluene	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6, 16.2.9
Alkylaryl phosphate mixtures (more than 40% Diphenyl tolyl phosphate, less than 0.02% ortho-isomers)	X	S/P	1	2G	Cont	No	T1	IIA	Yes	C	T	ABC	No	15.12, 15.17, 15.19
Alkylated (C4-C9) hindered phenols	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	BD	No	15.19.6, 16.2.6, 16.2.9
Alkylbenzene, alkylindane, alkylindene mixture (each C12-C17)	Z	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Alkyl benzene distillation bottoms	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Alkylbenzene mixtures (containing at least 50% of toluene)	Y	S/P	3	2G	Cont	No	T1	IIA	No	C	FT	ABC	No	15.12, 15.17, 15.19.6
Alkyl (C3-C4) benzenes	Y	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Alkyl (C5-C8) benzenes	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Alkyl(C9+)benzenes	Y	P	3	2G	Open	No	-	-	Yes	O	No	AB	No	
Alkyl (C11-C17) benzene sulphonic acid	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Alkylbenzene sulphonic acid, sodium salt solution	Y	S/P	2	2G	Open	No	-	-	NF	O	No	No	No	15.19.6, 16.2.6, 16.2.9
Alkyl (C12+) dimethylamine	X	S/P	1	2G	Cont	No	-	-	Yes	C	T	BCD	Yes	15.12, 15.17, 15.19
Alkyl dithiocarbamate (C19-C35)	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Alkyldithiothiadiazole (C6-C24)	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Alkyl ester copolymer (C4-C20)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Alkyl (C8-C10)/(C12-C14):(40% or less/60% or more) polyglucoside solution (55% or less)	Y	P	3	2G	Open	No			Yes	O	No	No	No	15.19.6, 16.2.6, 16.2.9
Alkyl (C8-C10)/(C12-C14):(60% or more/40% or less) polyglucoside solution(55% or less)	Y	P	3	2G	Open	No			Yes	O	No	No	No	16.2.6, 16.2.9
Alkyl (C7-C9) nitrates	Y	S/P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 15.20, 16.6.1, 16.6.2, 16.6.3
Alkyl(C7-C11)phenol poly(4-12) ethoxylate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Alkyl (C8-C40) phenol sulphide	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Alkyl (C8-C9) phenylamine in aromatic solvents	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6
Alkyl (C9-C15) phenyl propoxylate	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Alkyl (C8-C10) polyglucoside solution (65% or less)	Y	P	3	2G	Open	No			Yes	O	No	No	No	16.2.6
Alkyl (C8-C10)/(C12-C14):(50%/50%) polyglucoside solution (55% or less)	Y	P	3	2G	Open	No			Yes	O	No	No	No	16.2.6, 16.2.9

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Alkyl (C12-C14) polyglucoside solution (55% or less)	Y	P	3	2G	Open	No			Yes	O	No	No	No	15.19.6, 16.2.9
Alkyl(C12-C16) propoxyamine ethoxylate	X	S/P	2	2G	Cont	No	-	-	Yes	C	T	AC	Yes	15.12, 15.17, 15.19, 16.2.6
Alkyl(C10-C20, saturated and unsaturated) phosphite	Y	P	2	2G	Open	No			Yes	O	No	A	No	16.2.9
Alkyl sulphonic acid ester of phenol	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Alkyl (C18+) toluenes	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.9
Alkyl(C18-C28)toluenesulfonic acid	Y	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12, 15.17, 15.19, 16.2.6, 16.2.9
Alkyl(C18-C28)toluenesulfonic acid, calcium salts, borated	Y	S/P	3	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6
Alkyl (C18-C28) toluenesulfonic acid, calcium salts, low overbase	Y	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6
Alkyl (C18-C28) toluenesulphonic acid, calcium salts, high overbase	Y	S/P	3	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6
Allyl alcohol	Y	S/P	2	2G	Cont	No	T2	IIB	No	C	FT	A	Yes	15.12, 15.17, 15.19
Allyl chloride	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	A	Yes	15.12, 15.17, 15.19
Aluminium chloride/Hydrogen chloride solution	Y	S/P	2	2G	Cont	No	-	-	NF	C	T	No	Yes	15.11, 15.12, 15.17, 15.19
Aluminium sulphate solution	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
2-(2-Aminoethoxy) ethanol	Z	S/P	3	2G	Open	No			Yes	O	No	AD	No	15.19.6
Aminoethyldiethanolamine/Aminoethylethanolamine solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Aminoethyl ethanolamine	Z	S/P	3	2G	Open	No	T2	IIA	Yes	O	No	A	No	
N-Aminoethylpiperazine	Z	S/P	3	2G	Cont	No			Yes	R	T	A	No	15.19.6, 16.2.9
2-Amino-2-methyl-1-propanol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Ammonia aqueous (28% or less)	Y	S/P	2	2G	Cont	No			NF	R	T	ABC	Yes	15.19.6
Ammonium chloride solution (less than 25%) (*)	Z	S/P	3	2G	Open	No	-	-	NF	O	No	No	No	
Ammonium hydrogen phosphate solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Ammonium lignosulphonate solutions	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Ammonium nitrate solution (93% or less)	Z	S/P	2	1G	Open	No			NF	O	No	No	No	15.2, 15.11.4, 15.11.6, 15.18, 15.19.6, 16.2.9
Ammonium polyphosphate solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Ammonium sulphate solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Ammonium sulphide solution (45% or less)	Y	S/P	2	2G	Cont	No	T4	IIB	No	C	FT	A	Yes	15.12, 15.17, 15.19, 16.6.1, 16.6.2, 16.6.3
Ammonium thiosulphate solution (60% or less)	Z	P	3	2G	Open	No			NF	O	No	No	No	16.2.9
Amyl acetate (all isomers)	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
n-Amyl alcohol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	
Amyl alcohol, primary	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	

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sec-Amyl alcohol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	
tert-Amyl alcohol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	
tert-Amyl methyl ether	X	P	2	2G	Cont	No	T2	IIB	No	R	F	A	No	15.19.6
Aniline	Y	S/P	2	2G	Cont	No	T1	IIA	Yes	C	T	A	No	15.12, 15.17, 15.19
Aryl polyolefins (C11-C50)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Aviation alkylates (C8 paraffins and iso-paraffins BPT 95 - 120°C)	X	P	2	2G	Cont	No	T4	IIA	No	R	F	B	No	15.19.6
Barium long chain (C11-C50) alkaryl sulphonate	Y	S/P	2	2G	Open	No			Yes	O	No	AD	No	15.12.3, 15.19, 16.2.6, 16.2.9
Benzene and mixtures having 10% benzene or more (i)	Y	S/P	3	2G	Cont	No	T1	IIA	No	C	FT	AB	No	15.12.1, 15.17, 15.19.6, 16.2.9
Benzene sulphonyl chloride	Z	S/P	3	2G	Cont	No			Yes	R	T	AD	No	15.19.6, 16.2.9
Benzenetricarboxylic acid, trioctyl ester	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Benzyl acetate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Benzyl alcohol	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Benzyl chloride	Y	S/P	2	2G	Cont	No	T1	IIA	Yes	C	T	AB	Yes	15.12, 15.13, 15.17, 15.19
Bio-fuel blends of Diesel/gas oil and Alkanes (C10-C26), linear and branched with a flashpoint >60°C (>25% but <99% by volume)	X	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	No	15.12, 15.17, 15.19.6
Bio-fuel blends of Diesel/gas oil and Alkanes (C10-C26), linear and branched with a flashpoint ≤ 60°C (>25% but <99% by volume)	X	S/P	2	2G	Cont	No	T3	IIA	No	C	FT	ABC	No	15.12, 15.17, 15.19.6
Bio-fuel blends of Diesel/gas oil and FAME (>25% but <99% by volume)	X	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	No	15.12, 15.17, 15.19.6
Bio-fuel blends of Diesel/gas oil and vegetable oil (>25% but <99% by volume)	X	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	No	15.12, 15.17, 15.19.6
Bio-fuel blends of Gasoline and Ethyl alcohol (>25% but <99% by volume)	X	S/P	2	2G	Cont	No	T3	IIA	No	C	FT	A	No	15.12, 15.17, 15.19.6
Brake fluid base mix: Poly(2-8)alkylene (C2-C3) glycols/Polyalkylene (C2-C10) glycols monoalkyl (C1-C4) ethers and their borate esters	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Bromochloromethane	Z	S/P	3	2G	Cont	No			NF	R	T	No	No	
Butene oligomer	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Butyl acetate (all isomers)	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Butyl acrylate (all isomers)	Y	S/P	2	2G	Cont	No	T2	IIB	No	R	FT	A	No	15.13, 15.19.6, 16.6.1, 16.6.2
tert-Butyl alcohol	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	
Butylamine (all isomers)	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	A	Yes	15.12, 15.17, 15.19.6
Butylbenzene (all isomers)	X	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Butyl benzyl phthalate	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Butyl butyrate (all isomers)	Y	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6
Butyl/Decyl/Cetyl/Eicosyl methacrylate mixture	Y	S/P	2	2G	Cont	No			Yes	R	No	AD	No	15.13, 15.19.6, 16.6.1, 16.6.2

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Butylene glycol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
1,2-Butylene oxide	Y	S/P	3	2G	Cont	Inert	T2	IIB	No	R	F	AC	No	15.8.1 to 15.8.7, 15.8.12, 15.8.13, 15.8.16, 15.8.17, 15.8.18, 15.8.19, 15.8.21, 15.8.25, 15.8.27, 15.8.29, 15.19.6
n-Butyl ether	Y	S/P	3	2G	Cont	Inert	T4	IIB	No	R	FT	A	No	15.4.6, 15.12, 15.19.6
Butyl methacrylate	Z	S/P	3	2G	Cont	No	T1	IIA	No	R	FT	AD	No	15.13, 15.19.6, 16.6.1, 16.6.2
n-Butyl propionate	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Butyraldehyde (all isomers)	Y	S/P	3	2G	Cont	No	T3	IIA	No	R	FT	A	No	15.19.6
Butyric acid	Y	S/P	3	2G	Cont	No			Yes	R	No	A	No	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.19.6
gamma-Butyrolactone	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
Calcium alkaryl sulphonate (C11-C50)	Z	S/P	3	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19
Calcium alkyl (C10-C28) salicylate	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.9
Calcium hydroxide slurry	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Calcium hypochlorite solution (15% or less)	Y	S/P	2	2G	Cont	No			NF	R	No	No	No	15.19.6
Calcium hypochlorite solution (more than 15%)	X	S/P	1	2G	Cont	No			NF	R	No	No	No	15.19, 16.2.9
Calcium lignosulphonate solutions	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Calcium long-chain alkyl(C5-C10) phenate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Calcium long-chain alkyl(C11-C40) phenate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Calcium long-chain alkyl phenate sulphide (C8-C40)	Y	S/P	2	2G	Open	No			Yes	O	No	ABC	No	15.19.6, 16.2.6
Calcium long-chain alkyl salicylate (C13+)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Calcium long-chain alkyl (C18-C28) salicylate	Y	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6, 16.2.9
Calcium nitrate/Magnesium nitrate/Potassium chloride solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
epsilon-Caprolactam (molten or aqueous solutions)	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Carbolic oil	Y	S/P	2	2G	Cont	No			Yes	C	FT	A	No	15.12, 15.19.6, 16.2.9
Carbon disulphide	Y	S/P	2	1G	Cont	Pad+inert	T6	IIC	No	C	FT	C	Yes	15.3, 15.12, 15.19
Carbon tetrachloride	Y	S/P	2	2G	Cont	No			NF	C	T	No	Yes	15.12, 15.17, 15.19.6
Cashew nut shell oil (untreated)	Y	S/P	2	2G	Cont	No			Yes	R	T	AB	No	15.19.6, 16.2.6, 16.2.9
Castor oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Cesium formate solution (*)	Y	S/P	3	2G	Open	No	-	-	NF	O	No	No	No	15.19.6
Cetyl/Eicosyl methacrylate mixture	Y	S/P	2	2G	Open	No			Yes	O	No	AD	No	15.13, 15.19.6, 16.2.9, 16.6.1, 16.6.2
Chlorinated paraffins (C10-C13)	X	P	1	2G	Open	No			Yes	O	No	A	No	15.19, 16.2.6

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Chlorinated paraffins (C14-C17) (with 50% chlorine or more, and less than 1% C13 or shorter chains)	X	P	1	2G	Open	No	-	-	Yes	O	No	A	No	15.19
Chloroacetic acid (80% or less)	Y	S/P	2	2G	Cont	No			NF	C	No	No	No	15.11.2, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12.3, 15.19, 16.2.9
Chlorobenzene	Y	S/P	2	2G	Cont	No	T1	IIA	No	R	FT	AB	No	15.19.6
Chloroform	Y	S/P	3	2G	Cont	No			NF	R	T	No	Yes	15.12, 15.19.6
Chlorohydrins (crude)	Y	S/P	2	2G	Cont	No	T3	IIA	No	C	FT	A	No	15.12, 15.19
4-Chloro-2-methylphenoxyacetic acid, dimethylamine salt solution	Y	P	2	2G	Open	No			NF	O	No	No	No	15.19.6,16.2.9
o-Chloronitrobenzene	Y	S/P	2	2G	Cont	No			Yes	C	T	ABD	No	15.12, 15.17, 15.18, 15.19, 16.2.6, 16.2.9
1-(4-Chlorophenyl)-4,4- dimethyl-pentan-3-one	Y	P	2	2G	Open	No			Yes	O	No	ABD	No	15.19.6, 16.2.6, 16.2.9
2- or 3-Chloropropionic acid	Z	S/P	3	2G	Open	No			Yes	O	No	A	No	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 16.2.9
Chlorosulphonic acid	Y	S/P	1	2G	Cont	No			NF	C	T	No	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.5, 15.11.6, 15.11.7, 15.11.8, 15.12, 15.16.2, 15.19
m-Chlorotoluene	Y	S/P	2	2G	Cont	No	T4	IIA	No	R	FT	AB	No	15.19.6
o-Chlorotoluene	Y	S/P	2	2G	Cont	No	T1	IIA	No	R	FT	AB	No	15.19.6
p-Chlorotoluene	Y	S/P	2	2G	Cont	No	T1	IIA	No	R	FT	AB	No	15.19.6, 16.2.9
Chlorotoluenes (mixed isomers)	Y	S/P	2	2G	Cont	No	T4	IIA	No	R	FT	AB	No	15.19.6
Choline chloride solutions	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Citric acid (70% or less)	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Coal tar	X	S/P	2	2G	Cont	No	T2	IIA	Yes	R	No	BD	No	15.19.6, 16.2.6, 16.2.9
Coal tar naphtha solvent	Y	S/P	2	2G	Cont	No	T3	IIA	No	R	FT	AD	No	15.19.6, 16.2.9
Coal tar pitch (molten)	X	S/P	2	1G	Cont	No	T2	IIA	Yes	R	No	BD	No	15.19.6, 16.2.6, 16.2.9
Cocoa butter	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Coconut oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Coconut oil fatty acid	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Coconut oil fatty acid methyl ester	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Copper salt of long chain (C17+) alkanoic acid	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Corn Oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Cotton seed oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Creosote (coal tar)	X	S/P	2	2G	Cont	No	T2	IIA	Yes	R	T	AD	No	15.12.3, 15.12.4, 15.19.6, 16.2.6, 16.2.9
Cresols (all isomers)	Y	S/P	2	2G	Open	No	T1	IIA	Yes	O	No	AB	No	15.19.6, 16.2.9
Cresylic acid, dephenolized	Y	S/P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6

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Cresylic acid, sodium salt solution	Y	S/P	2	2G	Open	No			Yes	O	No	No	No	15.19.6, 16.2.9
Crotonaldehyde	Y	S/P	2	2G	Cont	No	T3	IIB	No	R	FT	A	Yes	15.12, 15.17, 15.19.6
1,5,9-Cyclododecatriene	X	S/P	1	2G	Cont	No			Yes	R	T	A	No	15.13, 15.19, 16.6.1, 16.6.2
Cycloheptane	X	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Cyclohexane	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6, 16.2.9
Cyclohexanol	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Cyclohexanone	Z	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	A	No	15.19.6
Cyclohexanone, Cyclohexanol mixture	Y	S/P	3	2G	Cont	No			Yes	R	FT	A	No	15.19.6
Cyclohexyl acetate	Y	P	3	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Cyclohexylamine	Y	S/P	3	2G	Cont	No	T3	IIA	No	R	FT	AC	No	15.19.6
1,3-Cyclopentadiene dimer (molten)	Y	P	2	2G	Cont	No	T1	IIB	No	R	F	A	No	15.19.6, 16.2.6, 16.2.9
Cyclopentane	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Cyclopentene	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
p-Cymene	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Decahydronaphthalene	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	AB	No	15.19.6
Decanoic acid	X	P	2	2G	Open	No			Yes	O	No	A	No	16.2.9
Decene	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Decyl acrylate	X	S/P	1	2G	Open	No	T3	IIA	Yes	O	No	ACD	No	15.13, 15.19, 16.6.1, 16.6.2
Decyl alcohol (all isomers)	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9(e)
Decyl/Dodecyl/Tetradecyl alcohol mixture	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.9
Decyloxytetrahydrothiophene dioxide	X	S/P	2	2G	Cont	No			Yes	R	T	A	No	15.19.6, 16.2.9
Diacetone alcohol	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	
Dialkyl (C8-C9) diphenylamines	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Dialkyl (C7-C13) phthalates	X	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Dialkyl (C9 - C10) phthalates	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Dialkyl thiophosphates sodium salts solution	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	AC	No	15.12.3, 15.12.4, 15.19.6, 16.2.9
Dibromomethane	Y	S/P	2	2G	Cont	No			NF	R	T	No	No	15.12.3, 15.19
Dibutylamine	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	ACD	No	15.19.6
Dibutyl hydrogen phosphonate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
2,6-Di-tert-butylphenol	X	P	1	2G	Open	No	-	-	Yes	O	No	ABCD	No	15.19, 16.2.9

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Dibutyl phthalate	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Dibutyl terephthalate	Y	P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.9
Dichlorobenzene (all isomers)	X	S/P	2	2G	Cont	No	T1	IIA	Yes	R	T	ABD	No	15.19.6
3,4-Dichloro-1-butene	Y	S/P	2	2G	Cont	No	T1	IIA	No	C	FT	ABC	Yes	15.12.3, 15.17, 15.19.6
1,1-Dichloroethane	Z	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	A	Yes	15.19.6
Dichloroethyl ether	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	A	No	15.19.6
1,6-Dichlorohexane	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	AB	No	15.19.6
2,2'-Dichloroisopropyl ether	Y	S/P	2	2G	Cont	No			Yes	R	T	ACD	No	15.12, 15.17, 15.19
Dichloromethane	Y	S/P	3	2G	Cont	No	T1	IIA	Yes	R	T	No	No	15.19.6
2,4-Dichlorophenol	Y	S/P	2	2G	Cont	Dry			Yes	R	T	A	No	15.19.6, 16.2.6, 16.2.9
2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
2,4-Dichlorophenoxyacetic acid, dimethylamine salt solution (70% or less)	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.6, 16.2.9
1,1-Dichloropropane	Y	S/P	2	2G	Cont	No	T4	IIA	No	R	FT	AB	No	15.12, 15.19.6
1,2-Dichloropropane	Y	S/P	2	2G	Cont	No	T1	IIA	No	R	FT	AB	No	15.12, 15.19.6
1,3-Dichloropropene	X	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	AB	Yes	15.12, 15.17, 15.18, 15.19
Dichloropropene/Dichloropropane mixtures	X	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	ABD	Yes	15.12, 15.17, 15.18, 15.19
2,2-Dichloropropionic acid	Y	S/P	3	2G	Cont	Dry			Yes	R	No	A	No	15.11.2, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.19.6, 16.2.9
Dicyclopentadiene, Resin Grade, 81-89%	Y	S/P	2	2G	Cont	Inert	T2	IIB	No	C	FT	ABC	Yes	15.12, 15.13, 15.17, 15.19
Diethanolamine	Y	S/P	3	2G	Open	No	T1	IIA	Yes	O	No	A	No	16.2.6, 16.2.9
Diethylamine	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	A	Yes	15.12, 15.19.6
Diethylaminoethanol	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	AC	No	15.19.6
2,6-Diethylaniline	Y	S/P	3	2G	Open	No			Yes	O	No	BCD	No	15.19.6, 16.2.9
Diethylbenzene	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Diethylene glycol dibutyl ether	Z	S/P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Diethylene glycol diethyl ether	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Diethylene glycol phthalate	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Diethylenetriamine	Y	S/P	3	2G	Open	No	T2	IIA	Yes	O	No	A	No	15.19.6
Diethylenetriaminepentaacetic acid, pentasodium salt solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Diethyl ether	Z	S/P	2	1G	Cont	Inert	T4	IIB	No	C	FT	A	Yes	15.4, 15.14, 15.19

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Di-(2-ethylhexyl) adipate	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6
Di-(2-ethylhexyl) phosphoric acid	Y	S/P	2	2G	Open	No			Yes	O	No	AD	No	15.19.6
Diethyl phthalate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Diethyl sulphate	Y	S/P	2	2G	Cont	No			Yes	C	T	A	No	15.19.6
Diglycidyl ether of bisphenol A	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Diglycidyl ether of bisphenol F	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
Diheptyl phthalate	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6
Di-n-hexyl adipate	X	P	1	2G	Open	No			Yes	O	No	A	No	15.19
Dihexyl phthalate	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6
Diisobutylamine	Y	S/P	2	2G	Cont	No	T4	IIB	No	R	FT	ACD	No	15.12.3, 15.19.6
Diisobutylene	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Diisobutyl ketone	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Diisobutyl phthalate	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Diisononyl adipate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Diisooctyl phthalate	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Diisopropanolamine	Z	S/P	3	2G	Open	No	T2	IIA	Yes	O	No	A	No	16.2.9
Diisopropylamine	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	A	Yes	15.12, 15.19
Diisopropylbenzene (all isomers)	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Diisopropylnaphthalene	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
N,N-Dimethylacetamide	Z	S/P	3	2G	Cont	No	-	-	Yes	C	T	ACD	No	15.12, 15.17
N,N-Dimethylacetamide solution (40% or less)	Z	S/P	3	2G	Cont	No			Yes	R	T	B	No	15.12.1, 15.17
Dimethyl adipate	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Dimethylamine solution (45% or less)	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	ACD	No	15.12, 15.19.6
Dimethylamine solution (greater than 45% but not greater than 55%)	Y	S/P	2	2G	Cont	No	T2	IIB	No	C	FT	ACD	Yes	15.12, 15.17, 15.19
Dimethylamine solution (greater than 55% but not greater than 65%)	Y	S/P	2	2G	Cont	No	T2	IIB	No	C	FT	ACD	Yes	15.12, 15.14, 15.17, 15.19
N,N-Dimethylcyclohexylamine	Y	S/P	2	2G	Cont	No	T3	IIB	No	R	FT	AC	No	15.12, 15.17, 15.19.6
Dimethyl disulphide	Y	S/P	2	2G	Cont	No	T3	IIA	No	R	FT	B	No	15.12.3, 15.12.4, 15.19.6
N,N-Dimethyldodecylamine	X	S/P	1	2G	Open	No			Yes	O	No	B	No	15.19
Dimethylethanolamine	Y	S/P	3	2G	Cont	No	T3	IIA	No	R	FT	AD	No	15.19.6
Dimethylformamide	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	AD	No	15.19.6
Dimethyl glutarate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Dimethyl hydrogen phosphite	Y	S/P	3	2G	Cont	No			Yes	R	T	AD	No	15.12.1, 15.19.6
Dimethyl octanoic acid	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Dimethyl phthalate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Dimethylpolysiloxane	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
2,2-Dimethylpropane-1,3-diol (molten or solution)	Z	P	3	2G	Open	No	-	-	Yes	O	No	AB	No	16.2.9
Dimethyl succinate	Y	P	3	2G	Open	No			Yes	O	No	A	No	16.2.9
Dinitrotoluene (molten)	X	S/P	2	2G	Cont	No			Yes	C	T	A	No	15.12, 15.17, 15.19, 15.21, 16.2.6, 16.2.9, 16.6.4
Dinonyl phthalate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Dioctyl phthalate	X	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6
1,4-Dioxane	Y	S/P	2	2G	Cont	No	T2	IIB	No	C	FT	A	No	15.12, 15.19, 16.2.9
Dipentene	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Diphenyl	X	P	2	2G	Open	No			Yes	O	No	B	No	15.19.6, 16.2.6, 16.2.9
Diphenylamine (molten)	Y	P	2	2G	Open	No	-	-	Yes	O	No	BD	No	15.19.6, 16.2.6, 16.2.9
Diphenylamine, reaction product with 2,2,4-Trimethylpentene	Y	S/P	1	2G	Open	No			Yes	O	No	A	No	15.19, 16.2.6
Diphenylamines, alkylated	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Diphenyl/Diphenyl ether mixtures	X	P	2	2G	Open	No			Yes	O	No	B	No	15.19.6, 16.2.9
Diphenyl ether	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Diphenyl ether/Diphenyl phenyl ether mixture	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Diphenylmethane diisocyanate	Y	S/P	2	2G	Cont	Dry	-	-	Yes (a)	C	T(a)	ABC (b)D	No	15.12, 15.16.2, 15.17, 15.19.6, 16.2.6, 16.2.9
Diphenylol propane-epichlorohydrin resins	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Di-n-propylamine	Y	S/P	2	2G	Cont	No	T3	IIB	No	R	FT	A	No	15.12.3, 15.19.6
Dipropylene glycol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Dithiocarbamate ester (C7-C35)	X	P	2	2G	Open	No			Yes	O	No	AD	No	15.19.6, 16.2.9
Ditridecyl adipate	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Ditridecyl phthalate	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Diundecyl phthalate	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Dodecane (all isomers)	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	AB	No	15.19.6
tert-Dodecanethiol	X	S/P	1	2G	Cont	No	-	-	Yes	C	T	ABD	Yes	15.12, 15.17, 15.19
Dodecene (all isomers)	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Dodecyl alcohol	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Dodecylamine/Tetradecylamine mixture	Y	S/P	2	2G	Cont	No			Yes	R	T	AD	No	15.19.6, 16.2.9
Dodecylbenzene	Z	P	3	2G	Open	No	-	-	Yes	O	No	AB	No	
Dodecyl diphenyl ether disulphonate solution	X	S/P	2	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.6
Dodecyl hydroxypropyl sulphide	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Dodecyl methacrylate	Z	S/P	3	2G	Open	No			Yes	O	No	A	No	15.13
Dodecyl/Octadecyl methacrylate mixture	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.13, 15.19.6, 16.2.6, 16.6.1, 16.6.2
Dodecyl/Pentadecyl methacrylate mixture	Y	S/P	2	2G	Open	No			Yes	O	No	AD	No	15.13, 15.19.6, 16.6.1, 16.6.2
Dodecyl phenol	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
Dodecyl Xylene	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Drilling brines (containing zinc salts)	X	P	2	2G	Open	No			Yes	O	No	No	No	15.19.6
Drilling brines, including:calcium bromide solution, calcium chloride solution and sodium chloride solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Epichlorohydrin	Y	S/P	2	2G	Cont	No	T2	IIB	No	C	FT	A	Yes	15.12, 15.17, 15.19
Ethanolamine	Y	S/P	3	2G	Open	No	T2	IIA	Yes	O	FT	A	No	16.2.9
2-Ethoxyethyl acetate	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Ethoxylated long chain (C16+) alkyloxyalkylamine	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	AB	No	15.19.6, 16.2.9
Ethoxylated tallow amine (> 95%)	X	S/P	2	2G	Cont	Inert	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6, 16.2.9
Ethyl acetate	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	
Ethyl acetoacetate	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Ethyl acrylate	Y	S/P	2	2G	Cont	No	T2	IIB	No	R	FT	A	Yes	15.13, 15.19.6, 16.6.1, 16.6.2
Ethylamine	Y	S/P	2	1G	Cont	No	T2	IIA	No	C	FT	CD	Yes	15.12, 15.14, 15.19.6
Ethylamine solutions (72% or less)	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	AC	Yes	15.12, 15.14, 15.17, 15.19
Ethyl amyl ketone	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Ethylbenzene	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Ethyl tert-butyl ether	Y	P	3	2G	Cont	No	T2	IIB	No	R	F	A	No	15.19.6
Ethyl butyrate	Y	P	3	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Ethylcyclohexane	Y	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
N-Ethylcyclohexylamine	Y	S/P	2	2G	Cont	No	T3	IIB	No	R	FT	A	No	15.19.6
S-Ethyl dipropylthiocarbamate	Y	P	2	2G	Open	No			Yes	O	No	A	No	16.2.9
Ethylene chlorohydrin	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	AD	Yes	15.12, 15.17, 15.19
Ethylene cyanohydrin	Y	S/P	3	2G	Open	No		IIB	Yes	O	No	A	No	15.19.6

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Ethylenediamine	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	A	No	15.19.6, 16.2.9
Ethylenediaminetetraacetic acid, tetrasodium salt solution	Y	S/P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Ethylene dibromide	Y	S/P	2	2G	Cont	No			NF	C	T	No	Yes	15.12, 15.19.6, 16.2.9
Ethylene dichloride	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	AB	No	15.19
Ethylene glycol	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Ethylene glycol acetate	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Ethylene glycol butyl ether acetate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Ethylene glycol diacetate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Ethylene glycol methyl ether acetate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Ethylene glycol monoalkyl ethers	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	F	A	No	15.19.6, 16.2.9
Ethylene glycol phenyl ether	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Ethylene glycol phenyl ether/Diethylene glycol phenyl ether mixture	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Ethylene oxide/Propylene oxide mixture with an ethylene oxide content of not more than 30% by mass	Y	S/P	2	1G	Cont	Inert	T2	IIB	No	C	FT	AC	No	15.8, 15.12, 15.14, 15.19
Ethylene-vinyl acetate copolymer (emulsion)	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Ethyl-3-ethoxypropionate	Y	P	3	2G	Cont	No	T2	IIA	No	R	No	A	No	15.19.6
2-Ethylhexanoic acid	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
2-Ethylhexyl acrylate	Y	S/P	3	2G	Open	No	T3	IIB	Yes	O	No	A	No	15.13, 15.19.6, 16.6.1, 16.6.2
2-Ethylhexylamine	Y	S/P	2	2G	Cont	No	T3	IIA	No	R	FT	A	No	15.12, 15.19.6
2-Ethyl-2-(hydroxymethyl) propane-1,3-diol (C8-C10) ester	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Ethylidene norbornene	Y	S/P	2	2G	Cont	No	T3	IIB	No	R	FT	AD	No	15.12.1, 15.19.6
Ethyl methacrylate	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	FT	AD	No	15.13, 15.19.6, 16.6.1, 16.6.2
N-Ethylmethylallylamine	Y	S/P	2	2G	Cont	No	T2	IIB	No	C	F	AC	Yes	15.12.3, 15.17, 15.19
Ethyl propionate	Y	P	3	2G	Open	No	T1	IIA	No	R	F	A	No	15.19.6
2-Ethyl-3-propylacrolein	Y	S/P	3	2G	Cont	No	T3	IIA	No	R	FT	A	No	15.19.6, 16.2.9
Ethyl toluene	Y	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Fatty acid (saturated C13+)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Fatty acid methyl esters (m)	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.6, 16.2.9
Fatty acids, (C8-C10)	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19, 16.2.6, 16.2.9
Fatty acids, (C12+)	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.6, 16.2.9
Fatty acids, (C16+)	Y	P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Fatty acids, essentially linear (C6-C18) 2-ethylhexyl ester	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6
Ferric chloride solutions	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.11, 15.19.6, 16.2.9
Ferric nitrate/Nitric acid solution	Y	S/P	2	2G	Cont	No			NF	R	T	No	Yes	15.11, 15.19
Fish oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Fluorosilicic acid (20-30%) in water solution	Y	S/P	3	1G	Cont	No	-	-	NF	R	T	No	Yes	15.11, 15.19.6
Formaldehyde solutions (45% or less)	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	FT	A	Yes	15.19.6, 16.2.9
Formamide	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Formic acid (85% or less acid)	Y	S/P	3	2G	Cont	No	-	-	Yes	R	T(g)	A	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12.3, 15.12.4, 15.19.6, 16.2.9
Formic acid (over 85%)	Y	S/P	3	2G	Cont	No	T1	IIA	No	R	FT (g)	A	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12.3, 15.12.4, 15.19.6, 16.2.9
Formic acid mixture (containing up to 18% propionic acid and up to 25% sodium formate)	Z	S/P	3	2G	Cont	No	-	-	Yes	R	T(g)	AC	No	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12.3, 15.12.4, 15.19.6
Furfural	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	FT	A	No	15.19.6
Furfuryl alcohol	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Glucitol/glycerol blend propoxylated (containing less than 10% amines)	Z	S/P	3	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6
Glutaraldehyde solutions (50% or less)	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6
Glycerol monooleate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Glycerol propoxylated	Z	S/P	3	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6
Glycerol, propoxylated and ethoxylated	Z	P	3	2G	Open	No	-	-	Yes	O	No	ABC	No	
Glycerol/sucrose blend propoxylated and ethoxylated	Z	P	3	2G	Open	No	-	-	Yes	O	No	ABC	No	
Glyceryl triacetate	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Glycidyl ester of C10 trialkylacetic acid	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Glycine, sodium salt solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Glycolic acid solution (70% or less)	Z	S/P	3	2G	Open	No	-	-	NF	O	No	No	No	15.19.6, 16.2.9
Glyoxal solution (40% or less)	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Glyoxylic acid solution (50 % or less)	Y	S/P	3	2G	Open	No	-	-	Yes	O	No	ACD	No	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.19.6, 16.2.9, 16.6.1, 16.6.2, 16.6.3
Glyphosate solution (not containing surfactant)	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Groundnut oil	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Heptane (all isomers)	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6, 16.2.9
n-Heptanoic acid	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Heptanol (all isomers) (d)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Heptene (all isomers)	Y	P	3	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Heptyl acetate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
1-Hexadecylnaphthalene / 1,4-bis(hexadecyl)naphthalene mixture	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Hexamethylenediamine (molten)	Y	S/P	2	2G	Cont	No	-	-	Yes	C	T	AC	Yes	15.12, 15.17, 15.18, 15.19, 16.2.9
Hexamethylenediamine adipate (50% in water)	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Hexamethylenediamine solution	Y	S/P	3	2G	Cont	No			Yes	R	T	A	No	15.19.6
Hexamethylene diisocyanate	Y	S/P	2	1G	Cont	Dry	T1	IIB	Yes	C	T	AC (b)D	Yes	15.12, 15.16.2, 15.17, 15.18, 15.19
Hexamethylene glycol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Hexamethyleneimine	Y	S/P	2	2G	Cont	No	T4	IIB	No	R	FT	AC	No	15.19.6
Hexane (all isomers)	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
1,6-Hexanediol, distillation overheads	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.12.3, 15.12.4, 15.19.6, 16.2.9
Hexanoic acid	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
Hexanol	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
Hexene (all isomers)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Hexyl acetate	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Hydrochloric acid	Z	S/P	3	1G	Cont	No			NF	R	T	No	Yes	15.11
Hydrogen peroxide solutions (over 60% but not over 70% by mass)	Y	S/P	2	2G	Cont	No			NF	C	No	No	No	15.5.1, 15.19.6
Hydrogen peroxide solutions (over 8% but not over 60% by mass)	Y	S/P	3	2G	Cont	No			NF	C	No	No	No	15.5.2, 15.18, 15.19.6
2-Hydroxyethyl acrylate	Y	S/P	2	2G	Cont	No			Yes	C	T	A	No	15.12, 15.13, 15.19.6, 16.6.1, 16.6.2
N-(Hydroxyethyl)ethylenediaminetriacetic acid, trisodium salt solution	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
2-Hydroxy-4-(methylthio)butanoic acid	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Illipe oil	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Isoamyl alcohol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	
Isobutyl alcohol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	
Isobutyl formate	Z	P	3	2G	Cont	No	T4	IIA	No	R	F	AB	No	
Isobutyl methacrylate	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.12, 15.13, 15.17, 16.6.1, 16.6.2
Isophorone	Y	S/P	3	2G	Cont	No			Yes	R	No	A	No	15.19.6
Isophoronediamine	Y	S/P	3	2G	Cont	No			Yes	R	T	A	No	16.2.9
Isophorone diisocyanate	X	S/P	2	2G	Cont	Dry			Yes	C	T	ABD	No	15.12, 15.16.2, 15.17, 15.19.6
Isoprene	Y	S/P	3	2G	Cont	No	T3	IIB	No	R	F	B	No	15.13, 15.14, 15.19.6, 16.6.1, 16.6.2

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Isopropanolamine	Y	S/P	3	2G	Open	No	T2	IIA	Yes	O	FT	A	No	15.19.6, 16.2.6, 16.2.9
Isopropyl acetate	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	AB	No	
Isopropylamine	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	CD	Yes	15.12, 15.14, 15.19
Isopropylamine (70% or less) solution	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	CD	Yes	15.12, 15.19.6, 16.2.9
Isopropylcyclohexane	Y	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6, 16.2.9
Isopropyl ether	Y	S/P	3	2G	Cont	Inert	T2	IIA	No	R	F	A	No	15.4.6, 15.13.3, 15.19.6
Jatropha oil	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Lactic acid	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Lactonitrile solution (80% or less)	Y	S/P	2	1G	Cont	No			Yes	C	T	ACD	Yes	15.12, 15,13, 15.17, 15.18, 15.19, 16.6.1, 16.6.2, 16.6.3
Lard	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Latex, ammonia (1% or less)- inhibited	Y	S/P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Latex: Carboxylated styrene-Butadiene copolymer; Styrene-Butadiene rubber	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Lauric acid	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Ligninsulphonic acid, magnesium salt solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	AC	No	
Ligninsulphonic acid, sodium salt solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Linseed oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Liquid chemical wastes	X	S/P	2	2G	Cont	No			No	C	FT	A	Yes	15.12, 15.19.6, 20.5.1
Long-chain alkaryl polyether (C11-C20)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Long-chain alkaryl sulphonic acid (C16-C60)	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.9
Long-chain alkylphenate/Phenol sulphide mixture	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
L-Lysine solution (60% or less)	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Magnesium chloride solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Magnesium long-chain alkaryl sulphonate (C11-C50)	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Magnesium long-chain alkyl salicylate (C11+)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Maleic anhydride	Y	S/P	3	2G	Cont	No			Yes	R	No	AC (f)	No	16.2.9
Mango kernel oil	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Mercaptobenzothiazol, sodium salt solution	X	S/P	2	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
Mesityl oxide	Z	S/P	3	2G	Cont	No	T2	IIB	No	R	FT	A	No	15.19.6
Metam sodium solution	X	S/P	2	2G	Cont	No	-	-	NF	C	T	No	Yes	15.12, 15.17, 15.19
Methacrylic acid	Y	S/P	3	2G	Cont	No			Yes	R	T	A	No	15.13, 15.19.6, 16.2.9, 16.6.1

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Methacrylic acid - alkoxypoly (alkylene oxide) methacrylate copolymer, sodium salt aqueous solution (45% or less)	Z	S/P	3	2G	Open	No	-	-	NF	O	No	AC	No	16.2.9
Methacrylic resin in ethylene dichloride	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	AB	No	15.19, 16.2.9
Methacrylonitrile	Y	S/P	2	2G	Cont	No	T1	IIA	No	C	FT	A	Yes	15.12, 15.13, 15.17, 15.19
3-Methoxy-1-butanol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	
3-Methoxybutyl acetate	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
N-(2-Methoxy-1-methyl ethyl)-2-ethyl-6-methyl chloroacetanilide	X	P	1	2G	Open	No			Yes	O	No	A	No	15.19, 16.2.6
Methyl acetate	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	
Methyl acetoacetate	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Methyl acrylate	Y	S/P	2	2G	Cont	No	T1	IIB	No	R	FT	A	Yes	15.13, 15.19.6, 16.6.1, 16.6.2
Methyl alcohol	Y	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6
Methylamine solutions (42% or less)	Y	S/P	2	2G	Cont	No	T2	IIA	No	C	FT	ACD	Yes	15.12, 15.17, 15.19
Methylamyl acetate	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Methylamyl alcohol	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Methyl amyl ketone	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
N-Methylaniline	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.12.3, 15.12.4, 15.19.6
alpha-Methylbenzyl alcohol with acetophenone (15% or less)	Y	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6, 16.2.9
Methylbutenol	Y	P	3	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6, 16.2.9
Methyl tert-butyl ether	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	AB	No	
Methyl butyl ketone	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	AB	No	15.19.6
Methylbutynol	Z	P	3	2G	Cont	No	T4	IIB	No	R	F	A	No	
Methyl butyrate	Y	P	3	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Methylcyclohexane	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Methylcyclopentadiene dimer	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	B	No	15.19.6
Methylcyclopentadienyl manganese tricarbonyl	X	S/P	1	1G	Cont	No	-	-	Yes	C	T	ABCD	Yes	15.12, 15.18, 15.19, 16.2.9
Methyl diethanolamine	Y	S/P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
2-Methyl-6-ethyl aniline	Y	S/P	3	2G	Open	No			Yes	O	No	AD	No	15.19.6
Methyl ethyl ketone	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	
2-Methyl-5-ethyl pyridine	Y	S/P	3	2G	Open	No		IIA	Yes	O	No	AD	No	15.19.6
Methyl formate	Z	S/P	2	2G	Cont	No	T1	IIA	No	R	FT	A	Yes	15.12, 15.14, 15.19
2-Methylglutaronitrile with 2-Ethylsuccinonitrile (12% or less)	Z	S	2	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19

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2-Methyl-2-hydroxy-3-butyne	Z	S/P	3	2G	Cont	No	T3	IIA	No	R	FT	ABD	No	15.19.6, 16.2.9
Methyl isobutyl ketone	Z	P	3	2G	Cont	No	T1	IIA	No	R	F	AB	No	
Methyl methacrylate	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	A	No	15.13, 15.19.6, 16.6.1, 16.6.2
3-Methyl-3-methoxybutanol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Methyl naphthalene (molten)	X	S/P	2	2G	Cont	No			Yes	R	No	AD	No	15.19.6
2-Methyl-1,3-propanediol	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
2-Methylpyridine	Z	S/P	2	2G	Cont	No	T1	IIA	No	C	F	A	No	15.12.3, 15.19.6
3-Methylpyridine	Z	S/P	2	2G	Cont	No	T1	IIA	No	C	F	AC	No	15.12.3, 15.19
4-Methylpyridine	Z	S/P	2	2G	Cont	No	T1	IIA	No	C	FT	A	No	15.12.3, 15.19, 16.2.9
N-Methyl-2-pyrrolidone	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Methyl salicylate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
alpha-Methylstyrene	Y	S/P	2	2G	Cont	No	T1	IIB	No	R	FT	AD (j)	No	15.13, 15.19.6, 16.6.1, 16.6.2
3-(methylthio)propionaldehyde	Y	S/P	2	2G	Cont	No	T3	IIA	No	C	FT	BC	Yes	15.12, 15.17, 15.19
Molybdenum polysulfide long chain alkyl dithiocarbamide complex	Y	S/P	2	2G	Cont	No	-	-	Yes	C	T	ABC	Yes	15.12, 15.17, 15.19, 16.2.6, 16.2.9
Morpholine	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Motor fuel anti-knock compound (containing lead alkyls)	X	S/P	1	1G	Cont	No	T4	IIA	No	C	FT	AC	Yes	15.6, 15.12, 15.18, 15.19
Myrcene	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6, 16.2.9
Naphthalene (molten)	X	S/P	2	2G	Cont	No	T1	IIA	Yes	R	No	AD	No	15.19.6, 16.2.9
Naphthalenesulphonic acid-Formaldehyde copolymer, sodium salt solution	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Neodecanoic acid	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Nitrating acid (mixture of sulphuric and nitric acids)	Y	S/P	2	2G	Cont	No			NF	C	T	No	Yes	15.11, 15.16.2, 15.17, 15.19
Nitric acid (70% and over)	Y	S/P	2	2G	Cont	No			NF	C	T	No	Yes	15.11, 15.19
Nitric acid (less than 70%)	Y	S/P	2	2G	Cont	No			NF	R	T	No	Yes	15.11, 15.19
Nitrilotriacetic acid, trisodium salt solution	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
Nitrobenzene	Y	S/P	2	2G	Cont	No	T1	IIA	Yes	C	T	AD	No	15.12, 15.17, 15.18, 15.19, 16.2.9
Nitroethane	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	FT	A(f)	No	15.19.6, 16.6.1, 16.6.2, 16.6.4
Nitroethane(80%)/ Nitropropane(20%)	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	FT	A(f)	No	15.19.6, 16.6.1, 16.6.2, 16.6.3
Nitroethane, 1-Nitropropane (each 15% or more) mixture	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	F	A	No	15.19.6, 16.2.6, 16.6.1, 16.6.2, 16.6.3
o-Nitrophenol (molten)	Y	S/P	2	2G	Cont	No			Yes	C	T	AD	No	15.12, 15.19.6, 16.2.6, 16.2.9
1- or 2-Nitropropane	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	FT	A	No	15.19.6

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Nitropropane (60%)/Nitroethane (40%) mixture	Y	S/P	3	2G	Cont	No	T4	IIB	No	R	FT	A(f)	No	15.19.6
o- or p-Nitrotoluenes	Y	S/P	2	2G	Cont	No		IIB	Yes	C	T	AB	No	15.12, 15.17, 15.19.6
Nonane (all isomers)	X	P	2	2G	Cont	No	T4	IIA	No	R	F	BC	No	15.19.6
Nonanoic acid (all isomers)	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Non-edible industrial grade palm oil	Y	S/P	2	2G	Cont	No	-	-	Yes	R	No	ABC	No	15.12.3, 15.12.4, 15.19.6, 16.2.6, 16.2.9
Nonene (all isomers)	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Nonyl alcohol (all isomers)	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Nonyl methacrylate monomer	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Nonylphenol	X	P	1	2G	Open	No			Yes	O	No	A	No	15.19, 16.2.6, 16.2.9
Nonylphenol poly(4+)ethoxylate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Noxious liquid, NF, (1) n.o.s. (trade name ...., contains ....) ST1, Cat. X	X	P	1	2G	Open	No	-	-	Yes	O	No	A	No	15.19, 16.2.6
Noxious liquid, F, (2) n.o.s. (trade name ...., contains ....) ST1, Cat. X	X	P	1	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19, 16.2.6
Noxious liquid, NF, (3) n.o.s. (trade name ...., contains ....) ST2, Cat. X	X	P	2	2G	Open	No	-		Yes	O	No	A	No	15.19, 16.2.6
Noxious liquid, F, (4) n.o.s. (trade name ...., contains ....) ST2, Cat. X	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19, 16.2.6
Noxious liquid, NF, (5) n.o.s. (trade name ...., contains ....) ST2, Cat. Y	Y	P	2	2G	Open	No	-		Yes	O	No	A	No	15.19, 16.2.6, 16.2.9(l)
Noxious liquid, F, (6) n.o.s. (trade name ...., contains ....) ST2, Cat. Y	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19, 16.2.6, 16.2.9(l)
Noxious liquid, NF, (7) n.o.s. (trade name ...., contains ....) ST3, Cat. Y	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19, 16.2.6, 16.2.9(l)
Noxious liquid, F, (8) n.o.s. (trade name ...., contains ....) ST3, Cat. Y	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19, 16.2.6, 16.2.9(l)
Noxious liquid, NF, (9) n.o.s. (trade name ...., contains ....) ST3, Cat. Z	Z	P	3	2G	Open	No	-		Yes	O	No	A	No	
Noxious liquid, F, (10) n.o.s. (trade name ...., contains ....) ST3, Cat. Z	Z	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	
Octamethylcyclotetrasiloxane	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	AC	No	15.19.6, 16.2.9
Octane (all isomers)	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Octanoic acid (all isomers)	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Octanol (all isomers)	Y	P	2	2G	Open	No			Yes	O	No	A	No	
Octene (all isomers)	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
n-Octyl acetate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Octyl aldehydes	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6, 16.2.9
Octyl decyl adipate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.9
Olefin-Alkyl ester copolymer (molecular weight 2000+)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Olefin Mixture (C7-C9) C8 rich, stabilised	X	S/P	2	2G	Cont	No	T3	IIB	No	R	F	ABC	No	15.13, 15.19.6
Olefin mixtures (C5-C7)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6

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Olefin mixtures (C5-C15)	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Olefins (C13+, all isomers)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
alpha-Olefins (C6-C18) mixtures	X	P	2	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6, 16.2.9
Oleic acid	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Oleum	Y	S/P	2	2G	Cont	No			NF	C	T	No	Yes	15.11.2 to 15.11.8, 15.12.1, 15.16.2, 15.17, 15.19, 16.2.6
Oleylamine	X	S/P	2	2G	Cont	No			Yes	R	T	A	No	15.19.6, 16.2.9
Olive oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Oxygenated aliphatic hydrocarbon mixture	Z	S/P	3	2G	Open	No	-	-	Yes	O	No	ABC	No	
Palm acid oil	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm fatty acid distillate	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm kernel acid oil	Y	S/P	2	2G	Open	No			Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm kernel fatty acid distillate	Y	S/P	2	2G	Cont	No	-	-	Yes	R	T	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm kernel oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm kernel olein	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm kernel stearin	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm mid-fraction	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm oil fatty acid methyl ester	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.9
Palm olein	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Palm stearin	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Paraffin wax	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Paraldehyde	Z	S/P	3	2G	Cont	No	T3	IIB	No	R	F	A	No	15.19.6, 16.2.9
Paraldehyde-ammonia reaction product	Y	S/P	2	2G	Cont	No	T4	IIB	No	C	FT	A	No	15.12.3, 15.19
Pentachloroethane	Y	S/P	2	2G	Cont	No			NF	R	T	No	No	15.12, 15.17, 15.19.6
1,3-Pentadiene	Y	S/P	3	2G	Cont	No	T1	IIA	No	R	FT	AB	No	15.13, 15.19.6, 16.6.1, 16.6.2, 16.6.3
1,3-Pentadiene (greater than 50%), cyclopentene and isomers, mixtures	Y	S/P	2	2G	Cont	Inert	T3	IIB	No	C	FT	ABC	Yes	15.12, 15.13, 15.17, 15.19
Pentaethylenehexamine	X	S/P	2	2G	Open	No			Yes	O	No	B	Yes	15.19
Pentane (all isomers)	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.14, 15.19.6
Pentanoic acid	Y	P	3	2G	Open	No			Yes	O	No	AB	No	15.19.6
n-Pentanoic acid (64%)/2-Methyl butyric acid (36%) mixture	Y	S/P	2	2G	Open	No	T2		Yes	C	No	AD	No	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.12.3, 15.19

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Pentene (all isomers)	Y	P	3	2G	Cont	No	T3	IIA	No	R	F	A	No	15.14, 15.19.6
n-Pentyl propionate	Y	P	3	2G	Cont	No	T4	IIA	No	R	F	A	No	15.19.6
Perchloroethylene	Y	S/P	2	2G	Cont	No			NF	R	T	No	No	15.12.1, 15.12.2, 15.19.6
Petrolatum	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Phenol	Y	S/P	2	2G	Cont	No	T1	IIA	Yes	C	T	A	No	15.12, 15.19, 16.2.9
1-Phenyl-1-xylyl ethane	Y	P	3	2G	Open	No			Yes	O	No	AB	No	
Phosphate esters, alkyl (C12-C14) amine	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6, 16.2.6, 16.2.9
Phosphoric acid	Z	S/P	3	2G	Open	No			NF	O	No	No	No	15.11.1, 15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 16.2.9
Phosphorus, yellow or white	X	S/P	1	1G	Cont	Pad+ (vent or inert)			No (c)	C	No	C	Yes	15.7, 15.19, 16.2.9
Phthalic anhydride (molten)	Y	S/P	2	2G	Cont	No	T1	IIA	Yes	R	No	AD	No	15.19.6, 16.2.6, 16.2.9
alpha-Pinene	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
beta-Pinene	X	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6
Pine oil	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Polyacrylic acid solution (40% or less)	Z	S/P	3	2G	Open	No	-	-	Yes	O	No	AC	No	
Polyalkyl (C18-C22) acrylate in xylene	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	AB	No	15.19.6, 16.2.6,16.2.9
Polyalkylalkenaminesuccinimide, molybdenum oxysulphide	Y	P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Poly(2-8)alkylene glycol monoalkyl(C1-C6) ether	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Poly(2-8)alkylene glycol monoalkyl (C1-C6) ether acetate	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Polyalkyl (C10-C20) methacrylate	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Polyalkyl (C10-C18) methacrylate/ethylene-propylene copolymer mixture	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Polybutene	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Polybutenyl succinimide	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Poly(2+)cyclic aromatics	X	P	1	2G	Cont	No			Yes	R	No	AD	No	15.19, 16.2.6, 16.2.9
Polyether (molecular weight 1350+)	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6
Polyethylene glycol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Polyethylene glycol dimethyl ether	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Poly(ethylene glycol) methylbutenyl ether (MW>1000)	Z	P	3	2G	Open	No	-	-	Yes	O	No	AC	No	16.2.9
Polyethylene polyamines	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Polyethylene polyamines (more than 50% C5 -C20 paraffin oil)	Y	S/P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9

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Polyferric sulphate solution	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6
Poly(iminoethylene)-graft-N-poly(ethyleneoxy) solution (90% or less)	Z	S/P	3	2G	Open	No	-	-	NF	O	No	AC	No	16.2.9
Polyisobutenamine in aliphatic (C10-C14) solvent	Y	P	3	2G	Open	No	T3	IIA	Yes	O	No	A	No	15.19.6
Polyisobutenyl anhydride adduct	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Poly(4+)isobutylene	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.9
Polymethylene polyphenyl isocyanate	Y	S/P	2	2G	Cont	Dry			Yes (a)	C	T(a)	A	No	15.12, 15.16.2, 15.19.6, 16.2.9
Polyolefin (molecular weight 300+)	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Polyolefin amide alkeneamine (C17+)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Polyolefin amide alkeneamine borate (C28-C250)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Polyolefin amide alkeneamine polyol	Y	P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Polyolefinamine (C28-C250)	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Polyolefinamine in alkyl (C2-C4) benzenes	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6, 16.2.6, 16.2.9
Polyolefinamine in aromatic solvent	Y	P	2	2G	Cont	No	T4	IIB	No	R	F	A	No	15.19.6, 16.2.6, 16.2.9
Polyolefin aminoester salts (molecular weight 2000+)	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Polyolefin anhydride	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Polyolefin ester (C28-C250)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Polyolefin phenolic amine (C28-C250)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Polyolefin phosphorosulphide, barium derivative (C28-C250)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Poly(20)oxyethylene sorbitan monooleate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Poly(5+)propylene	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.9
Polypropylene glycol	Z	S/P	3	2G	Cont	No			Yes	O	No	ABC	No	15.19.6
Polysiloxane	Y	P	3	2G	Cont	No	T4	IIB	No	R	F	AB	No	15.19.6, 16.2.9
Potassium chloride solution	Z	S/P	3	2G	Open	No	-	-	NF	O	No	A	No	16.2.9
Potassium hydroxide solution	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6
Potassium oleate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Potassium thiosulphate (50% or less)	Y	P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
n-Propanolamine	Y	S/P	3	2G	Open	No			Yes	O	No	AD	No	15.19.6, 16.2.9
2-Propene-1-aminium, N,N-dimethyl-N-2-propenyl-, chloride, homopolymer solution	Y	S/P	3	2G	Open	No	-	-	NF	O	No	No	No	15.19.6
beta-Propiolactone	Y	S/P	2	2G	Cont	No		IIA	Yes	R	T	A	No	15.19.6
Propionaldehyde	Y	S/P	3	2G	Cont	No	T4	IIB	No	R	FT	A	Yes	15.17, 15.19.6

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Propionic acid	Y	S/P	3	2G	Cont	No	T1	IIA	No	R	F	A	Yes	15.11.2, 15.11.3, 15.11.4, 15.11.6, 15.11.7, 15.11.8, 15.19.6
Propionic anhydride	Y	S/P	3	2G	Cont	No	T2	IIA	Yes	R	T	A	No	15.19.6
Propionitrile	Y	S/P	2	1G	Cont	No	T1	IIB	No	C	FT	AD	Yes	15.12, 15.17, 15.18, 15.19
n-Propyl acetate	Y	P	3	2G	Cont	No	T1	IIA	No	R	F	AB	No	15.19.6
n-Propyl alcohol	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
n-Propylamine	Z	S/P	2	2G	Cont	Inert	T2	IIA	No	C	FT	AD	Yes	15.12, 15.19
Propylbenzene (all isomers)	Y	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Propylene glycol methyl ether acetate	Z	P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	
Propylene glycol monoalkyl ether	Z	P	3	2G	Cont	No	T3	IIA	No	R	F	AB	No	
Propylene glycol phenyl ether	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Propylene oxide	Y	S/P	2	2G	Cont	Inert	T2	IIB	No	C	FT	AC	No	15.8, 15.12.1, 15.14, 15.19
Propylene tetramer	X	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Propylene trimer	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6
Pyridine	Y	S/P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6
Pyrolysis gasoline (containing benzene)	Y	S/P	2	2G	Cont	No	T3	IIA	No	C	FT	AB	No	15.12, 15.17, 15.19.6
Rapeseed oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Rapeseed oil (low erucic acid containing less than 4% free fatty acids)	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Rape seed oil fatty acid methyl esters	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Resin oil, distilled	Y	S/P	2	2G	Cont	No	T1	IIA	No	C	FT	ABC	No	15.12,15.17, 15.19.6
Rice bran oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Rosin	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Safflower oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Shea butter	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Sodium alkyl (C14-C17) sulphonates (60-65% solution)	Y	P	2	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.6, 16.2.9
Sodium aluminosilicate slurry	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Sodium benzoate	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Sodium borohydride (15% or less)/Sodium hydroxide solution	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.6, 16.2.9
Sodium bromide solution (less than 50%) (*)	Y	S/P	3	2G	Open	No	-	-	NF	R	No	No	No	15.19.6
Sodium carbonate solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Sodium chlorate solution (50% or less)	Z	S/P	3	2G	Open	No			NF	O	No	No	No	15.9, 15.19.6, 16.2.9

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Sodium dichromate solution (70% or less)	Y	S/P	2	2G	Open	No			NF	C	No	No	No	15.12.3, 15.19
Sodium hydrogen sulphide (6% or less)/Sodium carbonate (3% or less) solution	Z	P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
Sodium hydrogen sulphite solution (45% or less)	Z	S/P	3	2G	Open	No			NF	O	No	No	No	16.2.9
Sodium hydrosulphide/Ammonium sulphide solution	Y	S/P	2	2G	Cont	No	T4	IIB	No	C	FT	A	Yes	15.12, 15.14, 15.17, 15.19, 16.6.1, 16.6.2, 16.6.3
Sodium hydrosulphide solution (45% or less)	Z	S/P	3	2G	Cont	Vent or pad (gas)			NF	R	T	No	No	15.19.6, 16.2.9
Sodium hydroxide solution	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.6, 16.2.9
Sodium hypochlorite solution (15% or less)	Y	S/P	2	2G	Cont	No	-	-	NF	R	No	No	No	15.19.6
Sodium methylate 21-30% in methanol	Y	S/P	2	2G	Cont	No	T1	IIA	No	C	FT	AC	Yes	15.12, 15.17, 15.19, 16.2.6(only if >28%), 16.2.9
Sodium nitrite solution	Y	S/P	2	2G	Open	No			NF	O	No	No	No	15.12.3.1, 15.12.3.2, 15.19, 16.2.9
Sodium petroleum sulphonate	Y	S/P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
Sodium poly(4+)acrylate solutions	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	16.2.9
Sodium silicate solution	Y	P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
Sodium sulphide solution (15% or less)	Y	S/P	3	2G	Cont	No			NF	C	T	No	No	15.19.6, 16.2.9
Sodium sulphite solution (25% or less)	Y	P	3	2G	Open	No			NF	O	No	No	No	15.19.6, 16.2.9
Sodium thiocyanate solution (56% or less)	Y	P	3	2G	Open	No			Yes	O	No	No	No	15.19.6, 16.2.9
Soyabean oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Styrene monomer	Y	S/P	3	2G	Cont	No	T1	IIA	No	R	F	AB	No	15.13, 15.19.6, 16.6.1, 16.6.2
Sulphohydrocarbon (C3-C88)	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Sulpholane	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Sulphur (molten)	Z	S	3	1G	Open	Vent or pad (gas)	T3		Yes	O	FT	No	No	15.10, 16.2.9
Sulphuric acid	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.11, 15.16.2, 15.19.6
Sulphuric acid, spent	Y	S/P	3	2G	Open	No			NF	O	No	No	No	15.11, 15.16.2, 15.19.6
Sulphurized fat (C14-C20)	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Sulphurized polyolefinamide alkene (C28-C250) amine	Z	P	3	2G	Open	No	-	-	Yes	O	No	A	No	
Sunflower seed oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Tall oil, crude	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Tall oil, distilled	Y	P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6
Tall oil fatty acid (resin acids less than 20%)	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6
Tall oil pitch	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6,16.2.6

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Tallow	Y	P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Tallow fatty acid	Y	P	2	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Tetrachloroethane	Y	S/P	2	2G	Cont	No			NF	R	T	No	No	15.12, 15.17, 15.19.6
Tetraethylene glycol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Tetraethylene pentamine	Y	S/P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Tetrahydrofuran	Z	S	3	2G	Cont	No	T3	IIB	No	R	FT	A	No	15.19.6
Tetrahydronaphthalene	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Tetramethylbenzene (all isomers)	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Titanium dioxide slurry	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
Toluene	Y	P	3	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6
Toluenediamine	Y	S/P	2	2G	Cont	No			Yes	C	T	AD	Yes	15.12, 15.17, 15.19, 16.2.6, 16.2.9
Toluene diisocyanate	Y	S/P	2	2G	Cont	Dry	T1	IIA	Yes	C	FT	AC (b)D	Yes	15.12, 15.16.2, 15.17, 15.19, 16.2.9
o-Toluidine	Y	S/P	2	2G	Cont	No			Yes	C	T	A	No	15.12, 15.17, 15.19
Tributyl phosphate	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
1,2,3-Trichlorobenzene (molten)	X	S/P	1	2G	Cont	No			Yes	C	T	ACD	Yes	15.12.1, 15.17, 15.19, 16.2.6, 16.2.9
1,2,4-Trichlorobenzene	X	S/P	1	2G	Cont	No			Yes	R	T	AB	No	15.19, 16.2.9
1,1,1-Trichloroethane	Y	P	3	2G	Open	No			Yes	O	No	A	No	15.19.6
1,1,2-Trichloroethane	Y	S/P	3	2G	Cont	No			NF	R	T	No	No	15.12.1, 15.19.6
Trichloroethylene	Y	S/P	2	2G	Cont	No	T2	IIA	Yes	R	T	No	No	15.12, 15.17, 15.19.6
1,2,3-Trichloropropane	Y	S/P	2	2G	Cont	No			Yes	C	T	ABD	No	15.12, 15.17, 15.19
1,1,2-Trichloro-1,2,2-Trifluoroethane	Y	P	2	2G	Open	No			NF	O	No	No	No	15.19.6
Tricresyl phosphate (containing 1% or more ortho-isomer)	Y	S/P	1	2G	Cont	No	T2	IIA	Yes	C	No	AB	No	15.12.3, 15.19, 16.2.6
Tricresyl phosphate (containing less than 1% ortho-isomer)	Y	S/P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
Tridecane	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6
Tridecanoic acid	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6, 16.2.9
Tridecyl acetate	Y	P	3	2G	Open	No	-	-	Yes	O	No	A	No	15.19.6
Triethanolamine	Z	S/P	3	2G	Open	No		IIA	Yes	O	No	A	No	16.2.9
Triethylamine	Y	S/P	2	2G	Cont	No	T2	IIA	No	R	FT	AC	Yes	15.12, 15.19.6
Triethylbenzene	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Triethylenetetramine	Y	S/P	2	2G	Open	No	T2	IIA	Yes	O	No	A	No	15.19.6

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Triethyl phosphate	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Triethyl phosphite	Z	S/P	3	2G	Cont	No	T3	IIA	No	R	FT	AB	No	15.12.1, 15.19.6, 16.2.9
Triisopropanolamine	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Triisopropylated phenyl phosphates	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
Trimethylacetic acid	Y	S/P	2	2G	Cont	No			Yes	R	No	A	No	15.11.2, 15.11.3, 15.11.4, 15.11.5, 15.11.6, 15.11.7, 15.11.8, 15.19.6, 16.2.6, 16.2.9
Trimethylamine solution (30% or less)	Z	S/P	2	2G	Cont	No	T3	IIB	No	C	FT	AC	Yes	15.12, 15.14, 15.19, 16.2.9
Trimethylbenzene (all isomers)	X	P	2	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6
Trimethylol propane propoxylated	Z	S/P	3	2G	Open	No	-	-	Yes	O	No	ABC	No	
2,2,4-Trimethyl-1,3-pentanediol diisobutyrate	Z	P	3	2G	Open	No			Yes	O	No	AB	No	
2,2,4-Trimethyl-1,3-pentanediol-1-isobutyrate	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
1,3,5-Trioxane	Y	S/P	3	2G	Cont	No	T2	IIB	No	R	F	AD	No	15.19.6, 16.2.9
Tripropylene glycol	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Trixylyl phosphate	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.6
Tung oil	Y	S/P	2(k)	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Turpentine	X	P	2	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6
Undecanoic acid	Y	P	2	2G	Open	No			Yes	O	No	A	No	16.2.6, 16.2.9
1-Undecene	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Undecyl alcohol	X	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6, 16.2.9
Urea/Ammonium nitrate solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Urea/Ammonium nitrate solution (containing less than 1% free ammonia)	Z	S/P	3	2G	Cont	No			NF	R	T	A	No	16.2.9
Urea/Ammonium phosphate solution	Y	P	2	2G	Open	No			Yes	O	No	A	No	15.19.6
Urea solution	Z	P	3	2G	Open	No			Yes	O	No	A	No	
Valeraldehyde (all isomers)	Y	S/P	3	2G	Cont	Inert	T3	IIB	No	R	FT	A	No	15.4.6, 15.19.6
Vegetable acid oils (m)	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Vegetable fatty acid distillates (m)	Y	S/P	2	2G	Open	No	-	-	Yes	O	No	ABC	No	15.19.6, 16.2.6, 16.2.9
Vinyl acetate	Y	S/P	3	2G	Cont	No	T2	IIA	No	R	F	A	No	15.13, 15.19.6, 16.6.1, 16.6.2
Vinyl ethyl ether	Z	S/P	2	1G	Cont	Inert	T3	IIB	No	C	FT	A	Yes	15.4, 15.13, 15.14, 15.19.6, 16.6.1, 16.6.2
Vinylidene chloride	Y	S/P	2	2G	Cont	Inert	T2	IIA	No	R	FT	B	Yes	15.13, 15.14, 15.19.6, 16.6.1, 16.6.2
Vinyl neodecanoate	Y	S/P	2	2G	Open	No			Yes	O	No	AB	No	15.13, 15.19.6, 16.6.1, 16.6.2
Vinyltoluene	Y	S/P	2	2G	Cont	No	T1	IIA	No	R	F	AB	No	15.13, 15.19.6, 16.6.1, 16.6.2

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Waxes	Y	P	2	2G	Open	No	-	-	Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
White spirit, low (15-20%) aromatic	Y	P	2	2G	Cont	No	T3	IIA	No	R	F	A	No	15.19.6, 16.2.9
Wood lignin with sodium acetate/oxalate	Z	S/P	3	2G	Open	No	-	-	NF	O	No	No	No	
Xylenes	Y	P	2	2G	Cont	No	T1	IIA	No	R	F	A	No	15.19.6, 16.2.9 (h)
Xylenes/ethylbenzene (10% or more) mixture	Y	P	2	2G	Cont	No	T2	IIA	No	R	F	A	No	15.19.6
Xylenol	Y	S/P	2	2G	Open	No		IIA	Yes	O	No	AB	No	15.19.6, 16.2.9
Zinc alkaryl dithiophosphate (C7-C16)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6, 16.2.9
Zinc alkenyl carboxamide	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6
Zinc alkyl dithiophosphate (C3-C14)	Y	P	2	2G	Open	No			Yes	O	No	AB	No	15.19.6, 16.2.6

Chapter 17

a If the product to be carried contains flammable solvents such that the flashpoint does not exceed 60°C, then special electrical systems and a flammable-vapour detector shall be provided.

b Although water is suitable for extinguishing open-air fires involving chemicals to which this footnote applies, water shall not be allowed to contaminate closed tanks containing these chemicals because of the risk of hazardous gas generation.

c Phosphorus, yellow or white is carried above its autoignition temperature and therefore flashpoint is not appropriate. Electrical equipment requirements may be similar to those for substances with a flashpoint above 60°C.

d Requirements are based on those isomers having a flashpoint of 60°C, or less; some isomers have a flashpoint greater than 60°C, and therefore the requirements based on flammability would not apply to such isomers.

e Applies to n-decyl alcohol only.

f Dry chemical shall not be used as fire extinguishing media.

g Confined spaces shall be tested for both formic acid vapours and carbon monoxide gas, a decomposition product.

h Applies to p-xylene only.

i For mixtures containing no other components with safety hazards and where the pollution category is Y or less.

j Only certain alcohol-resistant foams are effective.

k Requirements for Ship Type identified in *column e* might be subject to regulation 4.1.3 of Annex II of MARPOL 73/78.

l Applicable when the melting point is equal to or greater than 0°C.

m From vegetable oils, animal fats and fish oils specified in the IBC Code.

* Indicates that with reference to chapter 21 of the IBC Code (paragraph 21.1.3), deviations from the normal assignment criteria used for some carriage requirements have been implemented.

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Chapter 18

List of products to which the Code does not apply

18.1 The following are products, which have been reviewed for their safety and pollution hazards and determined not to present hazards to such an extent as to warrant application of the Code.

18.2 Although the products listed in this chapter fall outside the scope of the Code, the attention of Administrations is drawn to the fact that some safety precautions may be needed for their safe transportation. Accordingly, Administrations shall prescribe appropriate safety requirements.

18.3 Some liquid substances are identified as falling into Pollution Category Z and, therefore, subject to certain requirements of Annex II of MARPOL.

18.4 Liquid mixtures which are assessed or provisionally assessed under regulation 6.3 of MARPOL Annex II as falling into Pollution Category Z or OS, and which do not present safety hazards, may be carried under the appropriate entry in this chapter for "Noxious or Non-Noxious Liquid Substances, not otherwise specified (n.o.s.)".

EXPLANATORY NOTES

Product name	The product name shall be used in the shipping document for any cargo offered for bulk shipments. Any additional name may be included in brackets after the product name. In some cases, the product names are not identical with the names given in previous issues of the Code.
Pollution Category	The letter Z means the Pollution Category assigned to each product under Annex II of MARPOL. OS means the product was evaluated and found to fall outside Categories X, Y, or Z.

Chapter 18 of the IBC Code

Product Name	Pollution Category
Acetone	Z
Alcoholic beverages, n.o.s.	Z
Apple juice	OS
n-Butyl alcohol	Z
sec-Butyl alcohol	Z
Calcium carbonate slurry	OS
Calcium nitrate solutions (50% or less)	Z
Clay slurry	OS
Coal slurry	OS
Diethylene glycol	Z
Ethyl alcohol	Z
Ethylene carbonate	Z
Glucose solution	OS
Glycerine	Z
Glycerol ethoxylated	OS
Hexamethylenetetramine solutions	Z
Hexylene glycol	Z
Hydrogenated starch hydrolysate	OS
Isopropyl alcohol	Z
Kaolin slurry	OS
Lecithin	OS
Magnesium hydroxide slurry	Z
Maltitol solution	OS
N-Methylglucamine solution (70% or less)	Z
Methyl propyl ketone	Z
Microsilica slurry	OS
Molasses	OS
Noxious liquid, (11) n.o.s. (trade name ...., contains ....) Cat. Z	Z
Non noxious liquid, (12) n.o.s. (trade name ...., contains ....) Cat. OS	OS
Orange juice (concentrated)	OS
Orange juice (not concentrated)	OS
Polyaluminium chloride solution	Z
Polyglycerin, sodium salt solution (containing less than 3% sodium hydroxide)	Z
Potassium chloride solution (less than 26%)	OS
Potassium formate solutions	Z
Propylene carbonate	Z
Propylene glycol	Z
Sodium acetate solutions	Z
Sodium bicarbonate solution (less than 10%)	OS
Sodium sulphate solutions	Z
Sorbitol solution	OS
Sulphonated polyacrylate solution	Z
Tetraethyl silicate monomer/oligomer (20% in ethanol)	Z
Triethylene glycol	Z
Vegetable protein solution (hydrolysed)	OS

Product Name	Pollution Category
Water	OS

Chapter 19

Index of Products Carried in Bulk

19.1 The first column of the Index of Products Carried in Bulk (hereafter referred to as "the Index") provides the so-called Index Name. Where the Index Name is in capitals and in bold, the Index Name is identical to the Product Name in either chapter 17 or chapter 18. The second column listing the relevant Product Name is therefore empty. Where the Index Name is non-bold lower case it reflects a synonym for which the Product Name in either chapter 17 or chapter 18 is given in the second column. The relevant chapter of the IBC Code is reflected in the third column.

19.2 Following a review of chapter 19, a column listing UN numbers which was previously included has been removed from the Index. Since UN numbers are only available for a limited number of Index Names and there are inconsistencies between some of the names used in chapter 19 and those linked to UN numbers, it was decided to remove UN number references in order to avoid any confusion.

19.3 The Index has been developed for information purposes only. None of the Index Names indicated in non-bold lower case in the first column shall be used as the Product Name on the shipping document.

19.4 Prefixes forming an integral part of the name are shown in ordinary (roman) type and are taken into account in determining the alphabetical order of entries. These include such prefixes as:

Mono Di Tri Tetra Penta Iso Bis Neo Ortho Cyclo

19.5 Prefixes that are disregarded for purposes of alphabetical order are in italics and include the following:

n-	(normal-)
sec-	(secondary-)
tert-	(tertiary-)
o-	(ortho-)
m-	(meta-)
p-	(para-)
N-	
O-	
S-	
sym-	(symmetrical)
uns-	(unsymmetrical)
dl-	
D-	
L-	
cis-	
trans-	
(E)-	
(Z)-	
alpha-	(α-)
beta-	(β-)
gamma-	(γ-)
epsilon	(ε-)
omega	(ω-)

19.6 The Index utilizes a note after the index name for some entries (shown as (a) or (b)) which indicates that the following qualifications apply:

(a) this Index Name represents a subset of the corresponding Product Name.

(b) The Product Name corresponding to this Index Name contains a carbon chain length qualification. Since the Index Name should always represent a subset or be an exact synonym of the corresponding Product Name, the carbon chain length characteristics should be checked for any product identified by this Index Name.

Index Name	Product Name	Chapter
Abietic anhydride	**ROSIN**	17
acedimethylamide	**N,N-DIMETHYLACETAMIDE**	17
Acetaldehyde cyanohydrin solution (80% or less)	**LACTONITRILE SOLUTION (80% OR LESS)**	17
Acetaldehyde trimer	**PARALDEHYDE**	17
ACETIC ACID		17
Acetic acid anhydride	**ACETIC ANHYDRIDE**	17
Acetic acid, ethenyl ester	**VINYL ACETATE**	17
Acetic acid, methyl ester	**METHYL ACETATE**	17
Acetic acid, vinyl ester	**VINYL ACETATE**	17
ACETIC ANHYDRIDE		17
Acetic ester	**ETHYL ACETATE**	17
Acetic ether	**ETHYL ACETATE**	17
Acetic oxide	**ACETIC ANHYDRIDE**	17
Acetoacetic acid, methyl ester	**METHYL ACETOACETATE**	17
Acetoacetic ester	**ETHYL ACETOACETATE**	17
ACETOCHLOR		17
ACETONE		18
ACETONE CYANOHYDRIN		17
ACETONITRILE		17
ACETONITRILE (LOW PURITY GRADE)		17
Acetyl anhydride	**ACETIC ANHYDRIDE**	17
Acetylene tetrachloride	**TETRACHLOROETHANE**	17
Acetyl ether	**ACETIC ANHYDRIDE**	17
Acetyl oxide	**ACETIC ANHYDRIDE**	17
ACID OIL MIXTURE FROM SOYABEAN, CORN (MAIZE) AND SUNFLOWER OIL REFINING		17
Acroleic acid	**ACRYLIC ACID**	17
ACRYLAMIDE SOLUTION (50% OR LESS)		17
ACRYLIC ACID		17
Acrylic acid, 2-hydroxyethyl ester	**2-HYDROXYETHYL ACRYLATE**	17
Acrylic amide solution, 50% or less	**ACRYLAMIDE SOLUTION (50% OR LESS)**	17
Acrylic resin monomer	**METHYL METHACRYLATE**	17
ACRYLONITRILE		17
ACRYLONITRILE-STYRENE COPOLYMER DISPERSION IN POLYETHER POLYOL		17
Adipic acid, bis(2-ethylhexyl) ester	**DI-(2-ETHYLHEXYL) ADIPATE**	17
ADIPONITRILE		17
ALACHLOR TECHNICAL (90% OR MORE)		17
Alcohol	**ETHYL ALCOHOL**	18
Alcohol, C10	**DECYL ALCOHOL (ALL ISOMERS)**	17
Alcohol, C11	**UNDECYL ALCOHOL**	17
Alcohol, C12	**DODECYL ALCOHOL**	17
Alcohol, C7 (a)	**HEPTANOL (ALL ISOMERS) (D)**	17
Alcohol, C8	**OCTANOL (ALL ISOMERS)**	17
Alcohol, C9	**NONYL ALCOHOL (ALL ISOMERS)**	17
ALCOHOLIC BEVERAGES, N.O.S.		18
ALCOHOL (C9-C11) POLY (2.5-9) ETHOXYLATE		17

Index Name	Product Name	Chapter
ALCOHOL (C6-C17) (SECONDARY) POLY(3-6) ETHOXYLATES		17
ALCOHOL (C6-C17) (SECONDARY) POLY(7-12) ETHOXYLATES		17
ALCOHOL (C12-C16) POLY(1-6)ETHOXYLATES		17
ALCOHOL (C12-C16) POLY(20+)ETHOXYLATES		17
ALCOHOL (C12-C16) POLY(7-19)ETHOXYLATES		17
ALCOHOLS (C13+)		17
Alcohols, C13 - C15	**ALCOHOLS (C13+)**	17
ALCOHOLS (C12+), PRIMARY, LINEAR		17
ALCOHOLS (C8-C11), PRIMARY, LINEAR AND ESSENTIALLY LINEAR		17
ALCOHOLS (C12-C13), PRIMARY, LINEAR AND ESSENTIALLY LINEAR		17
ALCOHOLS (C14-C18), PRIMARY, LINEAR AND ESSENTIALLY LINEAR		17
Aldehyde collidine	**2-METHYL-5-ETHYL PYRIDINE**	17
Aldehydine	**2-METHYL-5-ETHYL PYRIDINE**	17
ALKANES (C6-C9)		17
ISO- AND CYCLO-ALKANES (C10-C11)		17
ISO- AND CYCLO-ALKANES (C12+)		17
ALKANES(C10-C26), LINEAR AND BRANCHED, (FLASHPOINT >60°C)		17
N-ALKANES (C10+)		17
Alkane(C10-C18)sulfonic acid, phenyl ester (a)	**ALKYL SULPHONIC ACID ESTER OF PHENOL**	17
ALKARYL POLYETHERS (C9-C20)		17
ALKENOIC ACID, POLYHYDROXY ESTER BORATED		17
ALKENYL (C11+) AMIDE		17
ALKENYL (C16-C20) SUCCINIC ANHYDRIDE		17
ALKYL ACRYLATE-VINYLPYRIDINE COPOLYMER IN TOLUENE		17
ALKYLARYL PHOSPHATE MIXTURES (MORE THAN 40% DIPHENYL TOLYL PHOSPHATE, LESS THAN 0.02% ORTHO-ISOMERS)		17
ALKYLATED (C4-C9) HINDERED PHENOLS		17
ALKYLBENZENE, ALKYLINDANE, ALKYLINDENE MIXTURE (EACH C12-C17)		17
ALKYL BENZENE DISTILLATION BOTTOMS		17
ALKYLBENZENE MIXTURES (CONTAINING AT LEAST 50% OF TOLUENE)		17
ALKYL (C3-C4) BENZENES		17
ALKYL (C5-C8) BENZENES		17
ALKYL(C9+)BENZENES		17
ALKYL (C11-C17) BENZENE SULPHONIC ACID		17
ALKYLBENZENE SULPHONIC ACID, SODIUM SALT SOLUTION		17
ALKYL (C12+) DIMETHYLAMINE		17
ALKYL DITHIOCARBAMATE (C19-C35)		17
ALKYLDITHIOTHIADIAZOLE (C6-C24)		17
ALKYL ESTER COPOLYMER (C4-C20)		17

Index Name	Product Name	Chapter
ALKYL (C8-C10)/(C12-C14):(40% OR LESS/60% OR MORE) POLYGLUCOSIDE SOLUTION (55% OR LESS)		17
ALKYL (C8-C10)/(C12-C14):(60% OR MORE/40% OR LESS) POLYGLUCOSIDE SOLUTION(55% OR LESS)		17
ALKYL (C7-C9) NITRATES		17
2,2'- [3-(Alkyl(C16-C18)oxy)propylimino]diethanol (a)	**ETHOXYLATED LONG CHAIN (C16+) ALKYLOXYALKYLAMINE**	17
ALKYL(C7-C11)PHENOL POLY(4-12) ETHOXYLATE		17
ALKYL (C8-C40) PHENOL SULPHIDE		17
ALKYL (C8-C9) PHENYLAMINE IN AROMATIC SOLVENTS		17
ALKYL (C9-C15) PHENYL PROPOXYLATE		17
ALKYL (C8-C10) POLYGLUCOSIDE SOLUTION (65% OR LESS)		17
ALKYL (C8-C10)/(C12-C14):(50%/50%) POLYGLUCOSIDE SOLUTION (55% OR LESS)		17
ALKYL (C12-C14) POLYGLUCOSIDE SOLUTION (55% OR LESS)		17
ALKYL(C12-C16) PROPOXYAMINE ETHOXYLATE		17
ALKYL(C10-C20, SATURATED AND UNSATURATED) PHOSPHITE		17
ALKYL SULPHONIC ACID ESTER OF PHENOL		17
ALKYL (C18+) TOLUENES		17
ALKYL(C18-C28)TOLUENESULFONIC ACID		17
ALKYL(C18-C28)TOLUENESULFONIC ACID, CALCIUM SALTS, BORATED		17
Alkyltoluenesulfonic acid, calcium salts, high overbase (up to 70% in mineral oil)	**ALKYL (C18-C28) TOLUENESULPHONIC ACID, CALCIUM SALTS, HIGH OVERBASE**	17
ALKYL (C18-C28) TOLUENESULFONIC ACID, CALCIUM SALTS, LOW OVERBASE		17
Alkyl(C18-C28)toluenesulfonic acid,calcium salts, low overbase (up to 60% in mineral oil)	**ALKYL (C18-C28) TOLUENESULFONIC ACID, CALCIUM SALTS, LOW OVERBASE**	17
ALKYL (C18-C28) TOLUENESULPHONIC ACID, CALCIUM SALTS, HIGH OVERBASE		17
3-Alky(C16-C18)oxy-N,N'-bis(2-hydroxyethyl)propan-1-amine (a)	**ETHOXYLATED LONG CHAIN (C16+) ALKYLOXYALKYLAMINE**	17
ALLYL ALCOHOL		17
ALLYL CHLORIDE		17
ALUMINIUM CHLORIDE/HYDROGEN CHLORIDE SOLUTION		17
Aluminium silicate hydroxide	**KAOLIN SLURRY**	18
ALUMINIUM SULPHATE SOLUTION		17
Aminoacetic acid, sodium salt solution	**GLYCINE, SODIUM SALT SOLUTION**	17
1-Amino-3-aminomethyl-3,5,5-trimethylcyclohexane	**ISOPHORONEDIAMINE**	17
Aminobenzene	**ANILINE**	17
1-Aminobutane (a)	**BUTYLAMINE (ALL ISOMERS)**	17
2-Aminobutane	**BUTYLAMINE (ALL ISOMERS)**	17
Aminocyclohexane	**CYCLOHEXYLAMINE**	17
Aminoethane	**ETHYLAMINE**	17
Aminoethane solutions, 72% or less	**ETHYLAMINE SOLUTIONS (72% OR LESS)**	17

Index Name	Product Name	Chapter
2-Aminoethanol	**ETHANOLAMINE**	17
2-(2-AMINOETHOXY) ETHANOL		17
2-(2-Aminoethylamino)ethanol	**AMINOETHYL ETHANOLAMINE**	17
AMINOETHYLDIETHANOLAMINE/AMINOETHYLETHANOLAMINE SOLUTION		17
AMINOETHYL ETHANOLAMINE		17
N-(2-aminoethyl)ethylenediamine	**DIETHYLENETRIAMINE**	17
1-(2-Aminoethyl)piperazine	**N-AMINOETHYLPIPERAZINE**	17
N-AMINOETHYLPIPERAZINE		17
2-Aminoisobutane (a)	**BUTYLAMINE (ALL ISOMERS)**	17
Aminomethane solutions, 42% or less	**METHYLAMINE SOLUTIONS (42% OR LESS)**	17
1-Amino-2-methylbenzene	**O-TOLUIDINE**	17
2-Amino-1-methylbenzene	**O-TOLUIDINE**	17
2-AMINO-2-METHYL-1-PROPANOL		17
3-Aminomethyl-3,5,5-trimethylcyclohexylamine	**ISOPHORONEDIAMINE**	17
Aminophen	**ANILINE**	17
1-Aminopropane	**N-PROPYLAMINE**	17
2-Aminopropane	**ISOPROPYLAMINE**	17
2-Aminopropane (70% or less) solution	**ISOPROPYLAMINE (70% OR LESS) SOLUTION**	17
1-Amino-2-propanol	**ISOPROPANOLAMINE**	17
1-Aminopropan-2-ol	**ISOPROPANOLAMINE**	17
3-Aminopropan-1-ol	**N-PROPANOLAMINE**	17
2-Aminotoluene	**O-TOLUIDINE**	17
o-Aminotoluene	**O-TOLUIDINE**	17
5-Amino-1,3,3-trimethylcyclohexylmethylamine	**ISOPHORONEDIAMINE**	17
AMMONIA AQUEOUS (28% OR LESS)		17
Ammonia water, 28% or less	**AMMONIA AQUEOUS (28% OR LESS)**	17
AMMONIUM CHLORIDE SOLUTION (LESS THAN 25%) (*)		17
AMMONIUM HYDROGEN PHOSPHATE SOLUTION		17
Ammonium hydroxide, 28% or less	**AMMONIA AQUEOUS (28% OR LESS)**	17
AMMONIUM LIGNOSULPHONATE SOLUTIONS		17
AMMONIUM NITRATE SOLUTION (93% OR LESS)		17
AMMONIUM POLYPHOSPHATE SOLUTION		17
AMMONIUM SULPHATE SOLUTION		17
AMMONIUM SULPHIDE SOLUTION (45% OR LESS)		17
AMMONIUM THIOSULPHATE SOLUTION (60% OR LESS)		17
AMYL ACETATE (ALL ISOMERS)		17
Amyl acetate, commercial (a)	**AMYL ACETATE (ALL ISOMERS)**	17
n-Amyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
sec-Amyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
Amylacetic ester (a)	**AMYL ACETATE (ALL ISOMERS)**	17
Amyl alcohol	**N-AMYL ALCOHOL**	17
N-AMYL ALCOHOL		17
AMYL ALCOHOL, PRIMARY		17

Index Name	Product Name	Chapter
SEC-AMYL ALCOHOL		17
TERT-AMYL ALCOHOL		17
Amyl aldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
Amylcarbinol	**HEXANOL**	17
Amylene hydrate	**TERT-AMYL ALCOHOL**	17
Amyl ethyl ketone	**ETHYL AMYL KETONE**	17
TERT-AMYL METHYL ETHER		17
n-Amyl methyl ketone	**METHYL AMYL KETONE**	17
n-Amyl propionate	**N-PENTYL PROPIONATE**	17
Anaesthetic ether	**DIETHYL ETHER**	17
ANILINE		17
Aniline oil	**ANILINE**	17
Anilinobenzene	**DIPHENYLAMINE (MOLTEN)**	17
Anthracene oil (coal tar fraction) (a)	**COAL TAR**	17
Ant oil, artificial	**FURFURAL**	17
APPLE JUICE		18
Aqua fortis	**NITRIC ACID (70% AND OVER)**	17
Argilla	**KAOLIN SLURRY**	18
ARYL POLYOLEFINS (C11-C50)		17
AVIATION ALKYLATES (C8 PARAFFINS AND ISO-PARAFFINS BPT 95 - 120°C)		17
Azacycloheptane	**HEXAMETHYLENEIMINE**	17
3-Azapentane-1,5-diamine	**DIETHYLENETRIAMINE**	17
Azepane	**HEXAMETHYLENEIMINE**	17
Azotic acid	**NITRIC ACID (70% AND OVER)**	17
BARIUM LONG CHAIN (C11-C50) ALKARYL SULPHONATE		17
Basic calcium alkyl salicylate in approximately 30% mineral oil (b)	**CALCIUM LONG-CHAIN ALKYL SALICYLATE (C13+)**	17
Battery acid	**SULPHURIC ACID**	17
Behenyl alcohol (a)	**ALCOHOLS (C13+)**	17
Benzenamine	**ANILINE**	17
1,4-Benzenedicarboxylic acid, butyl ester	**DIBUTYL TEREPHTHALATE**	17
1,2-Benzenedicarboxylic acid, diethyl ester	**DIETHYL PHTHALATE**	17
1,2-Benzenedicarboxylic acid, diundecyl ester	**DIUNDECYL PHTHALATE**	17
BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)		17
BENZENESULPHONYL CHLORIDE	**BENZENE SULPHONYL CHLORIDE**	17
BENZENE SULPHONYL CHLORIDE		17
BENZENETRICARBOXYLIC ACID, TRIOCTYL ESTER		17
Benzenol	**PHENOL**	17
Benzol	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
Benzole	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
Benzophenol	**PHENOL**	17
2-Benzothiazolethiol, sodium salt solution	**MERCAPTOBENZOTHIAZOL, SODIUM SALT SOLUTION**	17

Index Name	Product Name	Chapter
Benzothiazole-2-thiol, sodium salt solution	**MERCAPTOBENZOTHIAZOL, SODIUM SALT SOLUTION**	17
(2-Benzothiazolylthio) sodium solution	**MERCAPTOBENZOTHIAZOL, SODIUM SALT SOLUTION**	17
BENZYL ACETATE		17
BENZYL ALCOHOL		17
Benzyl butyl phthalate	**BUTYL BENZYL PHTHALATE**	17
BENZYL CHLORIDE		17
Betaprone	**BETA-PROPIOLACTONE**	17
Betula oil	**METHYL SALICYLATE**	17
Biformyl	**GLYOXAL SOLUTION (40% OR LESS)**	17
BIO-FUEL BLENDS OF DIESEL/GAS OIL AND ALKANES (C10-C26), LINEAR AND BRANCHED WITH A FLASHPOINT >60°C (>25% BUT <99% BY VOLUME)		17
BIO-FUEL BLENDS OF DIESEL/GAS OIL AND ALKANES (C10-C26), LINEAR AND BRANCHED WITH A FLASHPOINT ≤ 60°C (>25% BUT <99% BY VOLUME)		17
BIO-FUEL BLENDS OF DIESEL/GAS OIL AND FAME (>25% BUT <99% BY VOLUME)		17
BIO-FUEL BLENDS OF DIESEL/GAS OIL AND VEGETABLE OIL (>25% BUT <99% BY VOLUME)		17
BIO-FUEL BLENDS OF GASOLINE AND ETHYL ALCOHOL (>25% BUT <99% BY VOLUME)		17
Biphenyl	**DIPHENYL**	17
Bis(methylcyclopentadiene)	**METHYLCYCLOPENTADIENE DIMER**	17
2,5-Bis(alkyl(C7+)thio)-1,3,4-thiadiazole	**ALKYLDITHIOTHIADIAZOLE (C6-C24)**	17
Bis(2-aminoethyl)amine	**DIETHYLENETRIAMINE**	17
N,N'-Bis(2-aminoethyl)ethane-1,2-diamine	**TRIETHYLENETETRAMINE**	17
N,N'-Bis(2-aminoethyl)ethylenediamine	**TRIETHYLENETETRAMINE**	17
N,N-Bis(2-(bis(carboxymethyl)amino)ethyl)glycine, pentasodium salt solution	**DIETHYLENETRIAMINEPENTAACETIC ACID, PENTASODIUM SALT SOLUTION**	17
Bis(2-butoxyethyl) ether	**DIETHYLENE GLYCOL DIBUTYL ETHER**	17
N,N- Bis(carboxymethyl)glycine trisodium salt solution	**NITRILOTRIACETIC ACID, TRISODIUM SALT SOLUTION**	17
Bis(chloroethyl) ether	**DICHLOROETHYL ETHER**	17
Bis(2-chloroethyl) ether	**DICHLOROETHYL ETHER**	17
Bis (2-chloroisopropyl) ether	**2,2'-DICHLOROISOPROPYL ETHER**	17
Bis(2-chloro-1-methylethyl) ether	**2,2'-DICHLOROISOPROPYL ETHER**	17
Bis[2-(2,3-epoxypropoxy)phenyl]methane	**DIGLYCIDYL ETHER OF BISPHENOL F**	17
2,2-Bis[4-(2,3-epoxypropoxy)phenyl]propane	**DIGLYCIDYL ETHER OF BISPHENOL A**	17
Bis(2-ethoxyethyl) ether	**DIETHYLENE GLYCOL DIETHYL ETHER**	17
Bis(2-ethylhexyl) adipate	**DI-(2-ETHYLHEXYL) ADIPATE**	17
Bis(2-ethylhexyl) hydrogen phosphate	**DI-(2-ETHYLHEXYL) PHOSPHORIC ACID**	17
Bis(2-ethylhexyl) phthalate	**DIOCTYL PHTHALATE**	17
Bis(2-hydroxyethyl)amine	**DIETHANOLAMINE**	17
Bis(2-hydroxyethyl)ammonium 2,4-dichlorophenoxyacetate solution	**2,4-DICHLOROPHENOXYACETIC ACID, DIETHANOLAMINE SALT SOLUTION**	17
Bis(2-hydroxyethyl) ether	**DIETHYLENE GLYCOL**	18
Bis(2-hydroxypropyl)amine	**DIISOPROPANOLAMINE**	17
Bis(6-methylheptyl) phthalate	**DIOCTYL PHTHALATE**	17

Index Name	Product Name	Chapter
Blackstrap molasses (a)	**MOLASSES**	18
Bolus alba	**KAOLIN SLURRY**	18
BRAKE FLUID BASE MIX: POLY(2-8)ALKYLENE (C2-C3) GLYCOLS/POLYALKYLENE (C2-C10) GLYCOLS MONOALKYL (C1-C4) ETHERS AND THEIR BORATE ESTERS		17
Bran oil	**FURFURAL**	17
BROMOCHLOROMETHANE		17
Butaldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
Butanal (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
n-Butanal (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
1,3-Butanediol (a)	**BUTYLENE GLYCOL**	17
Butane-1,3-diol (a)	**BUTYLENE GLYCOL**	17
1,4-Butanediol (a)	**BUTYLENE GLYCOL**	17
Butane -1,4-diol (a)	**BUTYLENE GLYCOL**	17
2,3-Butanediol (a)	**BUTYLENE GLYCOL**	17
Butane-2,3-diol (a)	**BUTYLENE GLYCOL**	17
Butanoic acid	**BUTYRIC ACID**	17
Butanol	**N-BUTYL ALCOHOL**	18
1-Butanol	**N-BUTYL ALCOHOL**	18
Butanol-1	**N-BUTYL ALCOHOL**	18
Butan-1-ol	**N-BUTYL ALCOHOL**	18
2-Butanol	**SEC-BUTYL ALCOHOL**	18
Butan-2-ol	**SEC-BUTYL ALCOHOL**	18
Butanol acetate (a)	**BUTYL ACETATE (ALL ISOMERS)**	17
2-Butanol acetate (a)	**BUTYL ACETATE (ALL ISOMERS)**	17
1,4-Butanolide	**GAMMA-BUTYROLACTONE**	17
Butan-4-olide	**GAMMA-BUTYROLACTONE**	17
n-Butanol	**N-BUTYL ALCOHOL**	18
sec-Butanol	**SEC-BUTYL ALCOHOL**	18
tert-Butanol	**TERT-BUTYL ALCOHOL**	17
2-Butanone	**METHYL ETHYL KETONE**	17
Butan-2-one	**METHYL ETHYL KETONE**	17
2-Butenal	**CROTONALDEHYDE**	17
Butene dimer	**OCTENE (ALL ISOMERS)**	17
BUTENE OLIGOMER		17
1-Butoxybutane	**N-BUTYL ETHER**	17
2-Butoxyethanol (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
2-tert-butoxyethanol (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
2-(2-Butoxyethoxy)ethanol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
2-(2-Butoxyethoxy)ethyl acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
2-Butoxyethyl acetate	**ETHYLENE GLYCOL BUTYL ETHER ACETATE**	17
1-Butoxypropan-2-ol (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Butyl acetate (a)	**BUTYL ACETATE (ALL ISOMERS)**	17
BUTYL ACETATE (ALL ISOMERS)		17
n-Butyl acetate (a)	**BUTYL ACETATE (ALL ISOMERS)**	17

Index Name	Product Name	Chapter
sec-Butyl acetate (a)	**BUTYL ACETATE (ALL ISOMERS)**	17
tert-Butyl acetate (a)	**BUTYL ACETATE (ALL ISOMERS)**	17
BUTYL ACRYLATE (ALL ISOMERS)		17
n-Butyl acrylate (a)	**BUTYL ACRYLATE (ALL ISOMERS)**	17
Butyl alcohol	**N-BUTYL ALCOHOL**	18
N-BUTYL ALCOHOL		18
SEC-BUTYL ALCOHOL		18
TERT-BUTYL ALCOHOL		17
n-Butyl aldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
BUTYLAMINE (ALL ISOMERS)		17
n-Butylamine (a)	**BUTYLAMINE (ALL ISOMERS)**	17
sec-Butylamine (a)	**BUTYLAMINE (ALL ISOMERS)**	17
tert-Butylamine (a)	**BUTYLAMINE (ALL ISOMERS)**	17
BUTYLBENZENE (ALL ISOMERS)		17
tert-Butylbenzene (a)	**BUTYLBENZENE (ALL ISOMERS)**	17
BUTYL BENZYL PHTHALATE		17
Butyl butanoate (a)	**BUTYL BUTYRATE (ALL ISOMERS)**	17
BUTYL BUTYRATE (ALL ISOMERS)		17
n-Butyl butyrate (a)	**BUTYL BUTYRATE (ALL ISOMERS)**	17
n-Butylcarbinol	**N-AMYL ALCOHOL**	17
Butyl carbitol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Butyl carbitol acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
Butyl cellosolve acetate	**ETHYLENE GLYCOL BUTYL ETHER ACETATE**	17
BUTYL/DECYL/CETYL/EICOSYL METHACRYLATE MIXTURE		17
Butyl/decyl/hexadecyl/icosyl methacrylate mixture (a)	**BUTYL/DECYL/CETYL/EICOSYL METHACRYLATE MIXTURE**	17
Butyl diglycol acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
BUTYLENE GLYCOL		17
alpha-Butylene glycol (a)	**BUTYLENE GLYCOL**	17
beta-Butylene glycol (a)	**BUTYLENE GLYCOL**	17
1,3-Butylene glycol, 3-methyl ether	**3-METHOXY-1-BUTANOL**	17
1,3-Butylene glycol, 3-methyl ether, 1-acetate	**3-METHOXYBUTYL ACETATE**	17
Butylene oxide	**TETRAHYDROFURAN**	17
1,2-BUTYLENE OXIDE		17
Butyl ethanoate	**BUTYL ACETATE (ALL ISOMERS)**	17
Butyl ether	**N-BUTYL ETHER**	17
N-BUTYL ETHER		17
Butylethylacetic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
Butylethylene	**HEXENE (ALL ISOMERS)**	17
tert-Butyl ethyl ether	**ETHYL TERT-BUTYL ETHER**	17
iso-Butyl ketone	**DIISOBUTYL KETONE**	17
BUTYL METHACRYLATE		17
tert-Butyl methyl ether	**METHYL TERT-BUTYL ETHER**	17
Butyl methyl ketone	**METHYL BUTYL KETONE**	17
Butyl phthalate	**DIBUTYL PHTHALATE**	17

Index Name	Product Name	Chapter
N-BUTYL PROPIONATE		17
BUTYRALDEHYDE (ALL ISOMERS)		17
n-Butyraldehyde	**BUTYRALDEHYDE (ALL ISOMERS)**	17
BUTYRIC ACID		17
n-Butyric acid	**BUTYRIC ACID**	17
Butyric alcohol	**N-BUTYL ALCOHOL**	18
Butyric aldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
GAMMA-BUTYROLACTONE		17
Cajeputene	**DIPENTENE**	17
CALCIUM ALKARYL SULPHONATE (C11-C50)		17
Calcium alkyl(longchain) salicylate (overbased) in mineral oil (LOA) (b)	**CALCIUM LONG-CHAIN ALKYL SALICYLATE (C13+)**	17
CALCIUM ALKYL (C10-C28) SALICYLATE		17
Calcium bis(O-alkylsalicylate) (b)	**CALCIUM LONG-CHAIN ALKYL SALICYLATE (C13+)**	17
Calcium bromide / zinc bromide solution	**DRILLING BRINES (CONTAINING ZINC SALTS)**	17
CALCIUM CARBONATE SLURRY		18
CALCIUM HYDROXIDE SLURRY		17
CALCIUM HYPOCHLORITE SOLUTION (15% OR LESS)		17
CALCIUM HYPOCHLORITE SOLUTION (MORE THAN 15%)		17
CALCIUM LIGNOSULPHONATE SOLUTIONS		17
CALCIUM LONG-CHAIN ALKYL(C5-C10) PHENATE		17
CALCIUM LONG-CHAIN ALKYL(C11-C40) PHENATE		17
CALCIUM LONG-CHAIN ALKYL PHENATE SULPHIDE (C8-C40)		17
CALCIUM LONG-CHAIN ALKYL SALICYLATE (C13+)		17
CALCIUM LONG-CHAIN ALKYL (C18-C28) SALICYLATE		17
CALCIUM NITRATE/MAGNESIUM NITRATE/POTASSIUM CHLORIDE SOLUTION		17
CALCIUM NITRATE SOLUTIONS (50% OR LESS)		18
Cane molasses (a)	**MOLASSES**	18
Canola oil	**RAPESEED OIL (LOW ERUCIC ACID CONTAINING LESS THAN 4% FREE FATTY ACIDS)**	17
Capric acid	**DECANOIC ACID**	17
Caproic acid	**HEXANOIC ACID**	17
Caprolactam	**EPSILON-CAPROLACTAM (MOLTEN OR AQUEOUS SOLUTIONS)**	17
EPSILON-CAPROLACTAM (MOLTEN OR AQUEOUS SOLUTIONS)		17
Caproyl alcohol	**HEXANOL**	17
Capryl alcohol (a)	**OCTANOL (ALL ISOMERS)**	17
Caprylic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
Caprylyl acetate	**N-OCTYL ACETATE**	17
Carbamide solution	**UREA SOLUTION**	17
Carbinol	**METHYL ALCOHOL**	17
Carbitol acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17

Index Name	Product Name	Chapter
Carbitol solvent (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Carbolic acid	**PHENOL**	17
CARBOLIC OIL		17
Carbon bisulphide	**CARBON DISULPHIDE**	17
CARBON DISULPHIDE		17
CARBON TETRACHLORIDE		17
Carbonyldiamide solution	**UREA SOLUTION**	17
Carbonyldiamine solution	**UREA SOLUTION**	17
Carboxyethyliminobis(ethylenenitrilo)tetraacetic acid, pentasodium salt solution	**DIETHYLENETRIAMINEPENTAACETIC ACID, PENTASODIUM SALT SOLUTION**	17
CASHEW NUT SHELL OIL (UNTREATED)		17
CASTOR OIL		17
Caustic potash solution	**POTASSIUM HYDROXIDE SOLUTION**	17
Caustic soda	**SODIUM HYDROXIDE SOLUTION**	17
Caustic soda solution	**SODIUM HYDROXIDE SOLUTION**	17
Cellosolve acetate	**2-ETHOXYETHYL ACETATE**	17
Cesium formate solution	**CESIUM FORMATE SOLUTION (*)**	17
CESIUM FORMATE SOLUTION (*)		17
CETYL/EICOSYL METHACRYLATE MIXTURE		17
Cetyl / stearyl alcohol (a)	**ALCOHOLS (C13+)**	17
China clay	**KAOLIN SLURRY**	18
CHLORINATED PARAFFINS (C10-C13)		17
CHLORINATED PARAFFINS (C14-C17) (WITH 50% CHLORINE OR MORE, AND LESS THAN 1% C13 OR SHORTER CHAINS)		17
CHLOROACETIC ACID (80% OR LESS)		17
alpha-Chloroallyl chloride	**1,3-DICHLOROPROPENE**	17
Chloroallylene	**ALLYL CHLORIDE**	17
CHLOROBENZENE		17
Chlorobenzol	**CHLOROBENZENE**	17
Chlorobromomethane	**BROMOCHLOROMETHANE**	17
1-Chloro-2-(beta-chloroethoxy)ethane	**DICHLOROETHYL ETHER**	17
1-Chloro-2,3-epoxypropane	**EPICHLOROHYDRIN**	17
2-Chloroethanol	**ETHYLENE CHLOROHYDRIN**	17
2-Chloro-N-ethoxymethyl-6'-ethylacet-o-toluidide	**ACETOCHLOR**	17
2-Chloro-N-(ethoxymethyl)-N-(2-ethyl-6-methylphenyl) acetamide	**ACETOCHLOR**	17
2-Chloroethyl alcohol	**ETHYLENE CHLOROHYDRIN**	17
beta-Chloroethyl alcohol	**ETHYLENE CHLOROHYDRIN**	17
Chloroethyl ether	**DICHLOROETHYL ETHER**	17
2-Chloro-6'-ethyl-N-(2-methoxy-1-methylethyl)acet-o-toluidide	**N-(2-METHOXY-1-METHYL ETHYL)-2-ETHYL-6-METHYL CHLOROACETANILIDE**	17
2-Chloro-N-(2-ethyl-6-methylphenyl)-N-(2-methoxy-1-methylethyl)acetamide	**N-(2-METHOXY-1-METHYL ETHYL)-2-ETHYL-6-METHYL CHLOROACETANILIDE**	17
CHLOROFORM		17
CHLOROHYDRINS (CRUDE)		17
m-Chloromethylbenzene	**M-CHLOROTOLUENE**	17
o-Chloromethylbenzene	**O-CHLOROTOLUENE**	17

Index Name	Product Name	Chapter
p-Chloromethylbenzene	**P-CHLOROTOLUENE**	17
(Chloromethyl)ethylene oxide	**EPICHLOROHYDRIN**	17
(2-Chloro-l-methylethyl) ether	**2,2'-DICHLOROISOPROPYL ETHER**	17
2-Chloro-1-methylethyl ether	**2,2'-DICHLOROISOPROPYL ETHER**	17
Chloromethyloxirane	**EPICHLOROHYDRIN**	17
4-CHLORO-2-METHYLPHENOXYACETIC ACID, DIMETHYLAMINE SALT SOLUTION		17
1-Chloro-2-nitrobenzene	**O-CHLORONITROBENZENE**	17
O-CHLORONITROBENZENE		17
1-(4-CHLOROPHENYL)-4,4- DIMETHYL-PENTAN -3-ONE		17
2- or 3- Chloropropanoic acid	**2- OR 3-CHLOROPROPIONIC ACID**	17
3-Chloropropene	**ALLYL CHLORIDE**	17
2- OR 3-CHLOROPROPIONIC ACID		17
alpha- or beta- Chloropropionic acid	**2- OR 3-CHLOROPROPIONIC ACID**	17
3-Chloropropylene	**ALLYL CHLORIDE**	17
alpha-Chloropropylene	**ALLYL CHLORIDE**	17
Chloropropylene oxide	**EPICHLOROHYDRIN**	17
CHLOROSULPHONIC ACID		17
Chlorosulphuric acid	**CHLOROSULPHONIC ACID**	17
3-Chlorotoluene	**M-CHLOROTOLUENE**	17
4-Chlorotoluene	**P-CHLOROTOLUENE**	17
alpha-Chlorotoluene	**BENZYL CHLORIDE**	17
M-CHLOROTOLUENE		17
O-CHLOROTOLUENE		17
P-CHLOROTOLUENE		17
CHLOROTOLUENES (MIXED ISOMERS)		17
CHOLINE CHLORIDE SOLUTIONS		17
Cinene	**DIPENTENE**	17
Cinnamene	**STYRENE MONOMER**	17
Cinnamol	**STYRENE MONOMER**	17
cis-Butenedioic anhydride	**MALEIC ANHYDRIDE**	17
cis-9-Octadecenoic acid	**OLEIC ACID**	17
CITRIC ACID (70% OR LESS)		17
CLAY SLURRY		18
COAL SLURRY		18
COAL TAR		17
Coal tar distillate	**COAL TAR NAPHTHA SOLVENT**	17
COAL TAR NAPHTHA SOLVENT		17
COAL TAR PITCH (MOLTEN)		17
COCOA BUTTER		17
COCONUT OIL		17
COCONUT OIL FATTY ACID		17
COCONUT OIL FATTY ACID METHYL ESTER		17
Colamine	**ETHANOLAMINE**	17
Cologne spirits	**ETHYL ALCOHOL**	18
Colonial spirit	**METHYL ALCOHOL**	17

Index Name	Product Name	Chapter
Colophony	**ROSIN**	17
Columbian spirit	**METHYL ALCOHOL**	17
Columbian spirits	**METHYL ALCOHOL**	17
COPPER SALT OF LONG CHAIN (C17+) ALKANOIC ACID		17
CORN OIL		17
COTTON SEED OIL		17
CREOSOTE (COAL TAR)		17
CRESOLS (ALL ISOMERS)		17
CRESYLIC ACID, DEPHENOLIZED		17
Cresylic acids	**CRESOLS (ALL ISOMERS)**	17
CRESYLIC ACID, SODIUM SALT SOLUTION		17
Cresylols	**CRESOLS (ALL ISOMERS)**	17
CROTONALDEHYDE		17
Crotonic aldehyde	**CROTONALDEHYDE**	17
CTMP (Chemi Thermo Mechanical Pulp) concentrate	**WOOD LIGNIN WITH SODIUM ACETATE/OXALATE**	17
Cumene (a)	**PROPYLBENZENE (ALL ISOMERS)**	17
Cumol (a)	**PROPYLBENZENE (ALL ISOMERS)**	17
Cyanoethylene	**ACRYLONITRILE**	17
2-Cyanopropan-2-ol	**ACETONE CYANOHYDRIN**	17
2-Cyano-2-propanol	**ACETONE CYANOHYDRIN**	17
2-cyanopropene-1	**METHACRYLONITRILE**	17
Cyclic propylene carbonate	**PROPYLENE CARBONATE**	18
1,5,9-CYCLODODECATRIENE		17
CYCLOHEPTANE		17
Cyclohexamethylenimine	**HEXAMETHYLENEIMINE**	17
CYCLOHEXANE		17
CYCLOHEXANOL		17
CYCLOHEXANONE		17
CYCLOHEXANONE, CYCLOHEXANOL MIXTURE		17
Cyclohexatriene	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
CYCLOHEXYL ACETATE		17
CYCLOHEXYLAMINE		17
Cyclohexyldimethylamine	**N,N-DIMETHYLCYCLOHEXYLAMINE**	17
Cyclohexyl(ethyl)amine	**N-ETHYLCYCLOHEXYLAMINE**	17
Cyclohexyl(ethyl)amine	**N-ETHYLCYCLOHEXYLAMINE**	17
Cyclohexyl ketone	**CYCLOHEXANONE**	17
Cyclohexylmethane	**METHYLCYCLOHEXANE**	17
1,3-CYCLOPENTADIENE DIMER (MOLTEN)		17
CYCLOPENTANE		17
CYCLOPENTENE		17
Cyclotetramethylene oxide	**TETRAHYDROFURAN**	17
P-CYMENE		17
Cymol	**P-CYMENE**	17
Dalapon (ISO)	**2,2-DICHLOROPROPIONIC ACID**	17
DCDP	**DICYCLOPENTADIENE, RESIN GRADE, 81-89%**	17

Index Name	Product Name	Chapter
Deanol	**DIMETHYLETHANOLAMINE**	17
DECAHYDRONAPHTHALENE		17
DECANOIC ACID		17
Decan-l-ol	**DECYL ALCOHOL (ALL ISOMERS)**	17
n-Decanol	**DECYL ALCOHOL (ALL ISOMERS)**	17
Decatoic acid	**DECANOIC ACID**	17
DECENE		17
Decoic acid	**DECANOIC ACID**	17
DECYL ACRYLATE		17
Decyl alcohol	**DECYL ALCOHOL (ALL ISOMERS)**	17
DECYL ALCOHOL (ALL ISOMERS)		17
Decylbenzene (a)	**ALKYL(C9+)BENZENES**	17
DECYL/DODECYL/TETRADECYL ALCOHOL MIXTURE		17
Decylic acid	**DECANOIC ACID**	17
Decyl octyl adipate	**OCTYL DECYL ADIPATE**	17
DECYLOXYTETRAHYDROTHIOPHENE DIOXIDE		17
1-Deoxy-1-methylamino-D-glucitol solution (70% or less)	**N-METHYLGLUCAMINE SOLUTION (70% OR LESS)**	18
Detergent alkylate	**ALKYL(C9+)BENZENES**	17
Diacetic ester	**ETHYL ACETOACETATE**	17
Diacetone	**DIACETONE ALCOHOL**	17
DIACETONE ALCOHOL		17
Di[alkyl/alkenyl(C10-C20)] hydrogen phosphite (a)	**ALKYL(C10-C20, SATURATED AND UNSATURATED) PHOSPHITE**	17
DIALKYL (C8-C9) DIPHENYLAMINES		17
DIALKYL (C7-C13) PHTHALATES		17
DIALKYL (C9 - C10) PHTHALATES		17
DIALKYL THIOPHOSPHATES SODIUM SALTS SOLUTION		17
1,2-Diaminoethane	**ETHYLENEDIAMINE**	17
1,6-Diaminohexane	**HEXAMETHYLENEDIAMINE (MOLTEN)**	17
1,6-Diaminohexane solutions	**HEXAMETHYLENEDIAMINE SOLUTION**	17
2,6-Diaminohexanoic acid	**L-LYSINE SOLUTION (60% OR LESS)**	17
Diaminotoluene (a)	**TOLUENEDIAMINE**	17
2,4-Diaminotoluene (a)	**TOLUENEDIAMINE**	17
2,6-Diaminotoluene (a)	**TOLUENEDIAMINE**	17
3,6-Diazaoctane-1,8-diamine	**TRIETHYLENETETRAMINE**	17
1,2-Dibromoethane	**ETHYLENE DIBROMIDE**	17
DIBROMOMETHANE		17
2,2'-Dibutoxyethyl ether	**DIETHYLENE GLYCOL DIBUTYL ETHER**	17
DIBUTYLAMINE		17
Dibutylbenzene-1,2-dicarboxylate	**DIBUTYL PHTHALATE**	17
Dibutyl carbinol (a)	**NONYL ALCOHOL (ALL ISOMERS)**	17
Dibutyl ether	**N-BUTYL ETHER**	17
n-Dibutyl ether	**N-BUTYL ETHER**	17
Dibutyl hydrogen phosphite	**DIBUTYL HYDROGEN PHOSPHONATE**	17
DIBUTYL HYDROGEN PHOSPHONATE		17

Index Name	Product Name	Chapter
2,6-DI-TERT-BUTYLPHENOL		17
Dibutyl phosphonate	**DIBUTYL HYDROGEN PHOSPHONATE**	17
DIBUTYL PHTHALATE		17
Dibutyl ortho-phthalate	**DIBUTYL PHTHALATE**	17
DIBUTYL TEREPHTHALATE		17
DICHLOROBENZENE (ALL ISOMERS)		17
1,2-Dichlorobenzene (a)	**DICHLOROBENZENE (ALL ISOMERS)**	17
m-Dichlorobenzene (a)	**DICHLOROBENZENE (ALL ISOMERS)**	17
o-Dichlorobenzene (a)	**DICHLOROBENZENE (ALL ISOMERS)**	17
3,4-Dichlorobut-1-ene	**3,4-DICHLORO-1-BUTENE**	17
3,4-DICHLORO-1-BUTENE		17
2,2'-Dichlorodiethyl ether	**DICHLOROETHYL ETHER**	17
Dichlorodiisopropyl ether	**2,2'-DICHLOROISOPROPYL ETHER**	17
1,1-DICHLOROETHANE		17
1,2-Dichloroethane	**ETHYLENE DICHLORIDE**	17
1,1-Dichloroethene	**VINYLIDENE CHLORIDE**	17
Dichloroether	**DICHLOROETHYL ETHER**	17
1,1-Dichloroethylene	**VINYLIDENE CHLORIDE**	17
DICHLOROETHYL ETHER		17
2,2'-Dichloroethyl ether	**DICHLOROETHYL ETHER**	17
Dichloroethyl oxide	**DICHLOROETHYL ETHER**	17
1,6-DICHLOROHEXANE		17
2,2'-DICHLOROISOPROPYL ETHER		17
DICHLOROMETHANE		17
2,4-DICHLOROPHENOL		17
2,4-DICHLOROPHENOXYACETIC ACID, DIETHANOLAMINE SALT SOLUTION		17
2,4-DICHLOROPHENOXYACETIC ACID, DIMETHYLAMINE SALT SOLUTION (70% OR LESS)		17
2,4-DICHLOROPHENOXYACETIC ACID, TRIISOPROPANOLAMINE SALT SOLUTION		17
1,1-DICHLOROPROPANE		17
1,2-DICHLOROPROPANE		17
Dichloropropane / dichloropropene mixtures	**DICHLOROPROPENE/DICHLOROPROPANE MIXTURES**	17
2,2-Dichloropropanoic acid	**2,2-DICHLOROPROPIONIC ACID**	17
1,3-DICHLOROPROPENE		17
DICHLOROPROPENE/DICHLOROPROPANE MIXTURES		17
2,2-DICHLOROPROPIONIC ACID		17
Dichloropropylene	**1,3-DICHLOROPROPENE**	17
1,4-Dicyanobutane	**ADIPONITRILE**	17
Dicyclopentadiene	**1,3-CYCLOPENTADIENE DIMER (MOLTEN)**	17
DICYCLOPENTADIENE, RESIN GRADE, 81-89%		17
Didecyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
Didodecyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
DIETHANOLAMINE		17
DIETHYLAMINE		17

Index Name	Product Name	Chapter
DIETHYLAMINOETHANOL		17
2-Diethylaminoethanol	**DIETHYLAMINOETHANOL**	17
2,6-DIETHYLANILINE		17
DIETHYLBENZENE		17
Diethyl 'carbitol'	**DIETHYLENE GLYCOL DIETHYL ETHER**	17
Diethylene dioxide	**1,4-DIOXANE**	17
1,4-Diethylene dioxide	**1,4-DIOXANE**	17
Diethylene ether	**1,4-DIOXANE**	17
DIETHYLENE GLYCOL		18
Diethylene glycol butyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Diethylene glycol butyl ether acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
DIETHYLENE GLYCOL DIBUTYL ETHER		17
DIETHYLENE GLYCOL DIETHYL ETHER		17
Diethylene glycol ethyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Diethylene glycol ethyl ether acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
Diethylene glycol methyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Diethylene glycol methyl ether acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
Diethylene glycol monobutyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Diethylene glycol monobutyl ether acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
Diethylene glycol monoethyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Diethylene glycol monoethyl ether acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
Diethylene glycol monomethyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Diethylene glycol monomethyl ether acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
DIETHYLENE GLYCOL PHTHALATE		17
DIETHYLENETRIAMINE		17
DIETHYLENETRIAMINEPENTAACETIC ACID, PENTASODIUM SALT SOLUTION		17
N,N-Diethylethanamine	**TRIETHYLAMINE**	17
N,N-Diethylethanolamine	**DIETHYLAMINOETHANOL**	17
DIETHYL ETHER		17
DI-(2-ETHYLHEXYL) ADIPATE		17
DI-(2-ETHYLHEXYL) PHOSPHORIC ACID		17
Diethyl oxide	**DIETHYL ETHER**	17
DIETHYL PHTHALATE		17
DIETHYL SULPHATE		17
Diformyl	**GLYOXAL SOLUTION (40% OR LESS)**	17
DIGLYCIDYL ETHER OF BISPHENOL A		17
DIGLYCIDYL ETHER OF BISPHENOL F		17
Diglycol	**DIETHYLENE GLYCOL**	18
Diglycolamine	**2-(2-AMINOETHOXY) ETHANOL**	17

Index Name	Product Name	Chapter
Diglycol phthalate	**DIETHYLENE GLYCOL PHTHALATE**	17
DIHEPTYL PHTHALATE		17
DI-N-HEXYL ADIPATE		17
DIHEXYL PHTHALATE		17
1,3-Dihydroisobenzofuran-1,3-dione (molten)	**PHTHALIC ANHYDRIDE (MOLTEN)**	17
2,3-Dihydroxybutane (a)	**BUTYLENE GLYCOL**	17
2,2'-Dihydroxydiethylamine	**DIETHANOLAMINE**	17
Di-(2-hydroxyethyl)amine	**DIETHANOLAMINE**	17
Dihydroxyethyl ether	**DIETHYLENE GLYCOL**	18
1,6-Dihydroxyhexane	**HEXAMETHYLENE GLYCOL**	17
1,2-Dihydroxypropane	**PROPYLENE GLYCOL**	18
Diisobutene	**DIISOBUTYLENE**	17
DIISOBUTYLAMINE		17
Diisobutylcarbinol (a)	**NONYL ALCOHOL (ALL ISOMERS)**	17
DIISOBUTYLENE		17
alpha-Diisobutylene (a)	**DIISOBUTYLENE**	17
beta-Diisobutylene (a)	**DIISOBUTYLENE**	17
DIISOBUTYL KETONE		17
DIISOBUTYL PHTHALATE		17
2,4-diisocyanato-1-methylbenzene	**TOLUENE DIISOCYANATE**	17
2,4-Diisocyanatotoluene	**TOLUENE DIISOCYANATE**	17
Diisodecyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
DIISONONYL ADIPATE		17
Diisononyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
DIISOOCTYL PHTHALATE		17
DIISOPROPANOLAMINE		17
DIISOPROPYLAMINE		17
DIISOPROPYLBENZENE (ALL ISOMERS)		17
Diisopropyl ether	**ISOPROPYL ETHER**	17
DIISOPROPYLNAPHTHALENE		17
Diisopropyl oxide	**ISOPROPYL ETHER**	17
N,N-DIMETHYLACETAMIDE		17
N,N-DIMETHYLACETAMIDE SOLUTION (40% OR LESS)		17
Dimethylacetylene carbinol	**2-METHYL-2-HYDROXY-3-BUTYNE**	17
DIMETHYL ADIPATE		17
DIMETHYLAMINE SOLUTION (45% OR LESS)		17
DIMETHYLAMINE SOLUTION (GREATER THAN 45% BUT NOT GREATER THAN 55%)		17
DIMETHYLAMINE SOLUTION (GREATER THAN 55% BUT NOT GREATER THAN 65%)		17
Dimethylaminoethanol	**DIMETHYLETHANOLAMINE**	17
2-(Dimethylamino)ethanol	**DIMETHYLETHANOLAMINE**	17
Dimethylbenzenes	**XYLENES**	17
1,3-Dimethylbutanol	**METHYLAMYL ALCOHOL**	17
1,3-Dimethylbutan-1-ol	**METHYLAMYL ALCOHOL**	17
1,3-Dimethylbutyl acetate (a)	**METHYLAMYL ACETATE**	17
Dimethylcarbinol	**ISOPROPYL ALCOHOL**	18

Index Name	Product Name	Chapter
N,N-DIMETHYLCYCLOHEXYLAMINE		17
DIMETHYL DISULPHIDE		17
N,N-Dimethyldodecanamine	**N,N-DIMETHYLDODECYLAMINE**	17
N,N-Dimethyldodecan-1-amine	**N,N-DIMETHYLDODECYLAMINE**	17
N,N-DIMETHYLDODECYLAMINE		17
1,1-Dimethylethanol	**TERT-BUTYL ALCOHOL**	17
DIMETHYLETHANOLAMINE		17
1,1-Dimethylethyl alcohol	**TERT-BUTYL ALCOHOL**	17
Dimethyl ethyl carbinol	**TERT-AMYL ALCOHOL**	17
1,1-dimethylethyl methyl ether	**METHYL TERT-BUTYL ETHER**	17
Dimethylformaldehyde	**ACETONE**	18
DIMETHYLFORMAMIDE		17
DIMETHYL GLUTARATE		17
2,6-Dimethylheptan-4-one	**DIISOBUTYL KETONE**	17
2,6-Dimethyl-4-heptanone	**DIISOBUTYL KETONE**	17
N,N-Dimethylhexanamine (a)	**ALKYL (C12+) DIMETHYLAMINE**	17
DIMETHYL HYDROGEN PHOSPHITE		17
Dimethylhydroxybenzenes (all isomers)	**XYLENOL**	17
1,1'-Dimethyl-2,2'-iminodiethanol	**DIISOPROPANOLAMINE**	17
Dimethyl ketal	**ACETONE**	18
Dimethyl ketone	**ACETONE**	18
N,N-dimethyllaurylamine	**N,N-DIMETHYLDODECYLAMINE**	17
N,N-Dimethylmethanamine solution (30% or less)	**TRIMETHYLAMINE SOLUTION (30% OR LESS)**	17
6,6-Dimethyl-2-methylenebicyclo[3.1.1]heptane	**BETA-PINENE**	17
DIMETHYL OCTANOIC ACID		17
2,2-Dimethyloctanoic acid (a)	**NEODECANOIC ACID**	17
2,3-Dimethylphenol (a)	**XYLENOL**	17
2,4-Dimethylphenol (a)	**XYLENOL**	17
2,5-Dimethylphenol (a)	**XYLENOL**	17
2,6-Dimethylphenol (a)	**XYLENOL**	17
3,4-Dimethylphenol (a)	**XYLENOL**	17
3,5-Dimethylphenol (a)	**XYLENOL**	17
Dimethylphenols	**XYLENOL**	17
Dimethylphenyl phosphate (3:1) (all isomers)	**TRIXYLYL PHOSPHATE**	17
DIMETHYL PHTHALATE		17
DIMETHYLPOLYSILOXANE		17
2,2-Dimethylpropane (a)	**PENTANE (ALL ISOMERS)**	17
2,2-DIMETHYLPROPANE-1,3-DIOL (MOLTEN OR SOLUTION)		17
2,2-Dimethylpropanoic acid	**TRIMETHYLACETIC ACID**	17
1,1-Dimethylpropargyl alcohol	**2-METHYL-2-HYDROXY-3-BUTYNE**	17
2,2-Dimethylpropionic acid	**TRIMETHYLACETIC ACID**	17
1,1-Dimethylpropynol	**2-METHYL-2-HYDROXY-3-BUTYNE**	17
DIMETHYL SUCCINATE		17
N,N-Dimethyltetradecanamine (a)	**ALKYL (C12+) DIMETHYLAMINE**	17
Dimethyl(tetradecyl)amine (a)	**ALKYL (C12+) DIMETHYLAMINE**	17
3,9-Dimethyltricyclo[5.2.1.02,6]deca-3,9-diene	**METHYLCYCLOPENTADIENE DIMER**	17

Index Name	Product Name	Chapter
Dimethyltrimethylene glycol	**2,2-DIMETHYLPROPANE-1,3-DIOL (MOLTEN OR SOLUTION)**	17
DINITROTOLUENE (MOLTEN)		17
DINONYL PHTHALATE		17
Dinonyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
3,6-Dioaxaoctane-1,8-diol	**TRIETHYLENE GLYCOL**	18
Dioctyl adipate	**DI-(2-ETHYLHEXYL) ADIPATE**	17
Dioctyl hydrogen phosphate	**DI-(2-ETHYLHEXYL) PHOSPHORIC ACID**	17
Dioctyl phosphoric acid	**DI-(2-ETHYLHEXYL) PHOSPHORIC ACID**	17
DIOCTYL PHTHALATE		17
2,4-D-diolamine	**2,4-DICHLOROPHENOXYACETIC ACID, DIETHANOLAMINE SALT SOLUTION**	17
1,4-Dioxan	**1,4-DIOXANE**	17
1,4-DIOXANE		17
1,3-Dioxolan-2-one	**ETHYLENE CARBONATE**	18
Dioxolone-2	**ETHYLENE CARBONATE**	18
1,1-Dioxothiolan	**SULPHOLANE**	17
Dioxyethylene ether	**1,4-DIOXANE**	17
DIPENTENE		17
DIPHENYL		17
DIPHENYLAMINE (MOLTEN)		17
DIPHENYLAMINE, REACTION PRODUCT WITH 2,2,4-TRIMETHYLPENTENE		17
DIPHENYLAMINES, ALKYLATED		17
DIPHENYL/DIPHENYL ETHER MIXTURES		17
Diphenyl/diphenyl oxide mixtures	**DIPHENYL/DIPHENYL ETHER MIXTURES**	17
Diphenyl dodecyl ether disulphonate solution	**DODECYL DIPHENYL ETHER DISULPHONATE SOLUTION**	17
Diphenyl dodecyl oxide disulphonate solution	**DODECYL DIPHENYL ETHER DISULPHONATE SOLUTION**	17
DIPHENYL ETHER		17
DIPHENYL ETHER/DIPHENYL PHENYL ETHER MIXTURE		17
DIPHENYLMETHANE DIISOCYANATE		17
DIPHENYLOL PROPANE-EPICHLOROHYDRIN RESINS		17
Diphenyl oxide	**DIPHENYL ETHER**	17
Diphenyl oxide / diphenyl phenyl ether mixture	**DIPHENYL ETHER/DIPHENYL PHENYL ETHER MIXTURE**	17
Dipropylamine	**DI-N-PROPYLAMINE**	17
n-Dipropylamine	**DI-N-PROPYLAMINE**	17
DI-N-PROPYLAMINE		17
DIPROPYLENE GLYCOL		17
Dipropylene glycol methyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Dipropylene glycol monomethyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Disodium carbonate solution	**SODIUM CARBONATE SOLUTION**	17
Distillates (Petroleum), Steam Cracked, C8 - C12 Fraction (a)	**RESIN OIL, DISTILLED**	17
DITHIOCARBAMATE ESTER (C7-C35)		17

Index Name	Product Name	Chapter
DITRIDECYL ADIPATE		17
DITRIDECYL PHTHALATE		17
DIUNDECYL PHTHALATE		17
dl-Lactic acid	**LACTIC ACID**	17
dl-p-Mentha-1,8-diene	**DIPENTENE**	17
1-Docosanol (a)	**ALCOHOLS (C13+)**	17
Docosan-1-ol (a)	**ALCOHOLS (C13+)**	17
DODECANE (ALL ISOMERS)		17
TERT-DODECANETHIOL		17
Dodecanoic acid	**LAURIC ACID**	17
1-Dodecanol	**DODECYL ALCOHOL**	17
Dodecan-1-ol	**DODECYL ALCOHOL**	17
n-Dodecanol	**DODECYL ALCOHOL**	17
DODECENE (ALL ISOMERS)		17
DODECYL ALCOHOL		17
n-Dodecyl alcohol	**DODECYL ALCOHOL**	17
DODECYLAMINE/TETRADECYLAMINE MIXTURE		17
DODECYLBENZENE		17
Dodecylbenzenesulphonic acid (contains 1.5% sulphuric acid)	**ALKYL (C11-C17) BENZENE SULPHONIC ACID**	17
Dodecyldimethylamine	**N,N-DIMETHYLDODECYLAMINE**	17
DODECYL DIPHENYL ETHER DISULPHONATE SOLUTION		17
Dodecyl diphenyl oxide disulphonate solution	**DODECYL DIPHENYL ETHER DISULPHONATE SOLUTION**	17
Dodecylene	**DODECENE (ALL ISOMERS)**	17
DODECYL HYDROXYPROPYL SULPHIDE		17
Dodecylic acid	**LAURIC ACID**	17
tert-Dodecyl mercaptan	**TERT-DODECANETHIOL**	17
DODECYL METHACRYLATE		17
Dodecyl 2-methylprop-2-enoate	**DODECYL METHACRYLATE**	17
Dodecyl-2-methyl-2-propenoate	**DODECYL METHACRYLATE**	17
DODECYL/OCTADECYL METHACRYLATE MIXTURE		17
DODECYL/PENTADECYL METHACRYLATE MIXTURE		17
DODECYL PHENOL		17
Dodecyl, Tetradecyl, hexadecyl-dimethylamine mixture	**ALKYL (C12+) DIMETHYLAMINE**	17
2-Dodecylthio-1-methylethanol	**DODECYL HYDROXYPROPYL SULPHIDE**	17
1-(Dodecylthio)propan-2-ol	**DODECYL HYDROXYPROPYL SULPHIDE**	17
DODECYL XYLENE		17
Drilling brine: potassium chloride solution	**POTASSIUM CHLORIDE SOLUTION**	17
DRILLING BRINES (CONTAINING ZINC SALTS)		17
DRILLING BRINES, INCLUDING:CALCIUM BROMIDE SOLUTION, CALCIUM CHLORIDE SOLUTION AND SODIUM CHLORIDE SOLUTION		17
(E)-But-2-enal	**CROTONALDEHYDE**	17
Enanthic acid	**N-HEPTANOIC ACID**	17
Enanthylic acid	**N-HEPTANOIC ACID**	17

Index Name	Product Name	Chapter
Engravers' acid	**NITRIC ACID (70% AND OVER)**	17
EPICHLOROHYDRIN		17
1,2-Epoxybutane	**1,2-BUTYLENE OXIDE**	17
1,4-epoxybutane	**TETRAHYDROFURAN**	17
1,2-Epoxypropane	**PROPYLENE OXIDE**	17
2,3-Epoxypropyl ester of mixed C10 trialkylacetic acids	**GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID**	17
2,3-Epoxypropyl neodecanoate	**GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID**	17
EPTC	**S-ETHYL DIPROPYLTHIOCARBAMATE**	17
Essence of Mirbane	**NITROBENZENE**	17
Essence of Myrbane	**NITROBENZENE**	17
Ethanamine solutions, 72% or less	**ETHYLAMINE SOLUTIONS (72% OR LESS)**	17
Ethanecarbonitrile	**PROPIONITRILE**	17
Ethanedial	**GLYOXAL SOLUTION (40% OR LESS)**	17
1,2-Ethanediol	**ETHYLENE GLYCOL**	17
Ethanoic acid	**ACETIC ACID**	17
Ethanoic anhydride	**ACETIC ANHYDRIDE**	17
Ethanol	**ETHYL ALCOHOL**	18
ETHANOLAMINE		17
ethenyl acetate	**VINYL ACETATE**	17
ethenyl ethanoate	**VINYL ACETATE**	17
Ether	**DIETHYL ETHER**	17
Ethinyl trichloride	**TRICHLOROETHYLENE**	17
2-Ethoxyethanol (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
2-(2-Ethoxyethoxy)ethanol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
2-(2-Ethoxyethoxy)ethyl acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
2-ETHOXYETHYL ACETATE		17
ETHOXYLATED LONG CHAIN (C16+) ALKYLOXYALKYLAMINE		17
ETHOXYLATED TALLOW AMINE (> 95%)		17
2-Ethoxy-2-methylpropane	**ETHYL TERT-BUTYL ETHER**	17
1-Ethoxypropan-2-ol (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
ETHYL ACETATE		17
ETHYL ACETOACETATE		17
Ethyl acetone	**METHYL PROPYL KETONE**	18
ETHYL ACRYLATE		17
ETHYL ALCOHOL		18
ETHYLAMINE		17
ETHYLAMINE SOLUTIONS (72% OR LESS)		17
Ethylaminocyclohexane	**N-ETHYLCYCLOHEXYLAMINE**	17
ETHYL AMYL KETONE		17
ETHYLBENZENE		17
Ethyl benzol	**ETHYLBENZENE**	17
Ethyl butanoate	**ETHYL BUTYRATE**	17
ETHYL TERT-BUTYL ETHER		17
ETHYL BUTYRATE		17
2-Ethylcaproic acid	**2-ETHYLHEXANOIC ACID**	17

Index Name	Product Name	Chapter
Ethyl carbinol	**N-PROPYL ALCOHOL**	17
Ethyl cyanide	**PROPIONITRILE**	17
ETHYLCYCLOHEXANE		17
N-ETHYLCYCLOHEXYLAMINE		17
Ethyldimethylmethane (a)	**PENTANE (ALL ISOMERS)**	17
S-Ethyl dipropylcarbamothioate	**S-ETHYL DIPROPYLTHIOCARBAMATE**	17
S-ETHYL DIPROPYLTHIOCARBAMATE		17
Ethylene alcohol	**ETHYLENE GLYCOL**	17
Ethylene bis(iminodiacetic acid) tetrasodium salt solution	**ETHYLENEDIAMINETETRAACETIC ACID, TETRASODIUM SALT SOLUTION**	17
Ethylene bromide	**ETHYLENE DIBROMIDE**	17
ETHYLENE CARBONATE		18
Ethylenecarboxylic acid	**ACRYLIC ACID**	17
Ethylene chloride	**ETHYLENE DICHLORIDE**	17
ETHYLENE CHLOROHYDRIN		17
ETHYLENE CYANOHYDRIN		17
Ethylene diacetate	**ETHYLENE GLYCOL DIACETATE**	17
ETHYLENEDIAMINE		17
ETHYLENEDIAMINETETRAACETIC ACID, TETRASODIUM SALT SOLUTION		17
ETHYLENE DIBROMIDE		17
ETHYLENE DICHLORIDE		17
Ethylenedinitrilotetraacetic acid tetrasodium salt solution	**ETHYLENEDIAMINETETRAACETIC ACID, TETRASODIUM SALT SOLUTION**	17
2,2'-Ethylenedioxydiethanol	**TRIETHYLENE GLYCOL**	18
ETHYLENE GLYCOL		17
ETHYLENE GLYCOL ACETATE		17
Ethylene glycol acrylate	**2-HYDROXYETHYL ACRYLATE**	17
Ethylene glycol butyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
ETHYLENE GLYCOL BUTYL ETHER ACETATE		17
Ethylene glycol tert-butyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
ETHYLENE GLYCOL DIACETATE		17
Ethylene glycol ethyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Ethylene glycol ethyl ether acetate	**2-ETHOXYETHYL ACETATE**	17
Ethylene glycol isopropyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Ethylene glycol methyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
ETHYLENE GLYCOL METHYL ETHER ACETATE		17
ETHYLENE GLYCOL MONOALKYL ETHERS		17
Ethylene glycol monobutyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Ethylene glycol mono-tert-butyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Ethylene glycol monoethyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Ethylene glycol monoethyl ether acetate	**2-ETHOXYETHYL ACETATE**	17
Ethylene glycol monomethyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Ethylene glycol monomethyl ether acetate	**ETHYLENE GLYCOL METHYL ETHER ACETATE**	17
Ethylene glycol monophenyl ether	**ETHYLENE GLYCOL PHENYL ETHER**	17
ETHYLENE GLYCOL PHENYL ETHER		17

Index Name	Product Name	Chapter
ETHYLENE GLYCOL PHENYL ETHER/DIETHYLENE GLYCOL PHENYL ETHER MIXTURE		17
ETHYLENE OXIDE/PROPYLENE OXIDE MIXTURE WITH AN ETHYLENE OXIDE CONTENT OF NOT MORE THAN 30% BY MASS		17
Ethylene tetrachloride	**PERCHLOROETHYLENE**	17
Ethylene trichloride	**TRICHLOROETHYLENE**	17
ETHYLENE-VINYL ACETATE COPOLYMER (EMULSION)		17
Ethyl ethanoate	**ETHYL ACETATE**	17
Ethyl ether	**DIETHYL ETHER**	17
ETHYL-3-ETHOXYPROPIONATE		17
Ethyl fluid (a)	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
Ethylformic acid	**PROPIONIC ACID**	17
Ethyl glycol (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
2-Ethylhexaldehyde (a)	**OCTYL ALDEHYDES**	17
2-Ethylhexanal (a)	**OCTYL ALDEHYDES**	17
2-ETHYLHEXANOIC ACID		17
2-Ethylhexanol (a)	**OCTANOL (ALL ISOMERS)**	17
2-Ethylhexenal	**2-ETHYL-3-PROPYLACROLEIN**	17
2-Ethylhex-2-enal	**2-ETHYL-3-PROPYLACROLEIN**	17
2-Ethylhexoic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
2-ETHYLHEXYL ACRYLATE		17
2-Ethylhexyl alcohol (a)	**OCTANOL (ALL ISOMERS)**	17
2-ETHYLHEXYLAMINE		17
2-ETHYL-2-(HYDROXYMETHYL) PROPANE-1,3-DIOL (C8-C10) ESTER		17
Ethylic acid	**ACETIC ACID**	17
5-Ethylidenebicyclo(2.2.1)hept-2-ene	**ETHYLIDENE NORBORNENE**	17
Ethylidene chloride	**1,1-DICHLOROETHANE**	17
ETHYLIDENE NORBORNENE		17
ETHYL METHACRYLATE		17
N-ETHYLMETHYLALLYLAMINE		17
N-Ethyl-2-methylallylamine	**N-ETHYLMETHYLALLYLAMINE**	17
2-Ethyl-6-methylaniline	**2-METHYL-6-ETHYL ANILINE**	17
2-Ethyl-6-methylbenzenamine	**2-METHYL-6-ETHYL ANILINE**	17
1-ethyl-4-methylbenzene	**ETHYL TOLUENE**	17
Ethyl methyl ketone	**METHYL ETHYL KETONE**	17
5-Ethyl-2-methylpyridine	**2-METHYL-5-ETHYL PYRIDINE**	17
Ethyl oxide	**DIETHYL ETHER**	17
Ethyl phosphate	**TRIETHYL PHOSPHATE**	17
Ethyl phthalate	**DIETHYL PHTHALATE**	17
5-Ethyl-2-picoline	**2-METHYL-5-ETHYL PYRIDINE**	17
Ethyl propenoate	**ETHYL ACRYLATE**	17
ETHYL PROPIONATE		17
2-ETHYL-3-PROPYLACROLEIN		17
Ethyl sulphate	**DIETHYL SULPHATE**	17

Index Name	Product Name	Chapter
ETHYL TOLUENE		17
6-Ethyl-2-toluidine	**2-METHYL-6-ETHYL ANILINE**	17
6-Ethyl-o-toluidine	**2-METHYL-6-ETHYL ANILINE**	17
Ethyl vinyl ether	**VINYL ETHYL ETHER**	17
FATTY ACID (SATURATED C13+)		17
FATTY ACID METHYL ESTERS (M)		17
FATTY ACIDS, (C8-C10)		17
FATTY ACIDS, (C12+)		17
FATTY ACIDS, (C16+)		17
FATTY ACIDS, ESSENTIALLY LINEAR (C6-C18) 2 -ETHYLHEXYL ESTER		17
Feeding corn molasses (a)	**MOLASSES**	18
Fermentation alcohol	**ETHYL ALCOHOL**	18
FERRIC CHLORIDE SOLUTIONS		17
FERRIC NITRATE/NITRIC ACID SOLUTION		17
FISH OIL		17
FLUOROSILICIC ACID (20-30%) IN WATER SOLUTION		17
FORMALDEHYDE SOLUTIONS (45% OR LESS)		17
Formaldehyde trimer	**1,3,5-TRIOXANE**	17
Formalin	**FORMALDEHYDE SOLUTIONS (45% OR LESS)**	17
FORMAMIDE		17
Formdimethylamide	**DIMETHYLFORMAMIDE**	17
FORMIC ACID (85% OR LESS ACID)		17
FORMIC ACID (OVER 85%)		17
FORMIC ACID MIXTURE (CONTAINING UP TO 18% PROPIONIC ACID AND UP TO 25% SODIUM FORMATE)		17
Formic aldehyde	**FORMALDEHYDE SOLUTIONS (45% OR LESS)**	17
Formylformic acid	**GLYOXYLIC ACID SOLUTION (50 % OR LESS)**	17
Fural	**FURFURAL**	17
2-Furaldehyde	**FURFURAL**	17
2,5-Furandione	**MALEIC ANHYDRIDE**	17
Furan-2,5-dione	**MALEIC ANHYDRIDE**	17
FURFURAL		17
2-Furfuraldehyde	**FURFURAL**	17
FURFURYL ALCOHOL		17
Furylcarbinol	**FURFURYL ALCOHOL**	17
Fused poly(2+)cyclic aromatic hydrocarbons (b)	**POLY(2+)CYCLIC AROMATICS**	17
Gaultheria oil	**METHYL SALICYLATE**	17
Glacial acetic acid	**ACETIC ACID**	17
GLUCITOL/GLYCEROL BLEND PROPOXYLATED (CONTAINING LESS THAN 10% AMINES)		17
Glucitol solution	**SORBITOL SOLUTION**	18
D-Glucitol solution	**SORBITOL SOLUTION**	18
GLUCOSE SOLUTION		18
GLUTARALDEHYDE SOLUTIONS (50% OR LESS)		17
Glycerin	**GLYCERINE**	18

Index Name	Product Name	Chapter
GLYCERINE		18
Glycerin triacetate	**GLYCERYL TRIACETATE**	17
Glyceritol	**GLYCERINE**	18
Glycerol	**GLYCERINE**	18
GLYCEROL ETHOXYLATED		18
GLYCEROL MONOOLEATE		17
Glycerol oleate	**GLYCEROL MONOOLEATE**	17
Glycerol 1-oleate	**GLYCEROL MONOOLEATE**	17
GLYCEROL PROPOXYLATED		17
GLYCEROL, PROPOXYLATED AND ETHOXYLATED		17
GLYCEROL/SUCROSE BLEND PROPOXYLATED AND ETHOXYLATED		17
Glycerol triacetate	**GLYCERYL TRIACETATE**	17
GLYCERYL TRIACETATE		17
GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID		17
Glycidyl neodecanoate	**GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID**	17
GLYCINE, SODIUM SALT SOLUTION		17
Glycol	**ETHYLENE GLYCOL**	17
Glycol carbonate	**ETHYLENE CARBONATE**	18
Glycol chlorohydrin	**ETHYLENE CHLOROHYDRIN**	17
Glycol dichloride	**ETHYLENE DICHLORIDE**	17
GLYCOLIC ACID SOLUTION (70% OR LESS)		17
Glycol monobutyl ether (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
Glycols, polyethylene mono(p-nonylphenyl) ether (b)	**ALKARYL POLYETHERS (C9-C20)**	17
Glycyl alcohol	**GLYCERINE**	18
Glyoxaldehyde	**GLYOXAL SOLUTION (40% OR LESS)**	17
Glyoxalic acid	**GLYOXYLIC ACID SOLUTION (50 % OR LESS)**	17
GLYOXAL SOLUTION (40% OR LESS)		17
GLYOXYLIC ACID SOLUTION (50 % OR LESS)		17
Glyphosate	**GLYPHOSATE SOLUTION (NOT CONTAINING SURFACTANT)**	17
Glyphosate-mono(isopropylammonium)	**GLYPHOSATE SOLUTION (NOT CONTAINING SURFACTANT)**	17
GLYPHOSATE SOLUTION (NOT CONTAINING SURFACTANT)		17
Grain alcohol	**ETHYL ALCOHOL**	18
GROUNDNUT OIL		17
Hemimellitene (a)	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
Hendecanoic acid	**UNDECANOIC ACID**	17
1-Hendecanol	**UNDECYL ALCOHOL**	17
cyclo-Heptamethylene	**CYCLOHEPTANE**	17
HEPTANE (ALL ISOMERS)		17
1-Heptanecarboxylic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
3-Heptanecarboxylic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
Heptanoic acid	**N-HEPTANOIC ACID**	17
N-HEPTANOIC ACID		17
HEPTANOL (ALL ISOMERS) (D)		17

Index Name	Product Name	Chapter
2-Heptanone	**METHYL AMYL KETONE**	17
Heptan-2-one	**METHYL AMYL KETONE**	17
HEPTENE (ALL ISOMERS)		17
Heptoic acid	**N-HEPTANOIC ACID**	17
HEPTYL ACETATE		17
Heptyl alcohol, all isomers (a)	**HEPTANOL (ALL ISOMERS) (D)**	17
Heptylcarbinol (a)	**OCTANOL (ALL ISOMERS)**	17
Heptylene, mixed isomers	**HEPTENE (ALL ISOMERS)**	17
Heptylic acid	**N-HEPTANOIC ACID**	17
n-Heptylic acid	**N-HEPTANOIC ACID**	17
1-Hexadecene	**OLEFINS (C13+, ALL ISOMERS)**	17
Hexadecyl and icosyl methacrylate mixture (a)	**CETYL/EICOSYL METHACRYLATE MIXTURE**	17
1-HEXADECYLNAPHTHALENE / 1,4-BIS (HEXADECYL)NAPHTHALENE MIXTURE		17
Hexadecylnaphthalene/dihexadecylnaphthalene mixture	**1-HEXADECYLNAPHTHALENE / 1,4-BIS(HEXADECYL) NAPHTHALENE MIXTURE**	17
Hexadecyl / octadecyl alcohol (a)	**ALCOHOLS (C13+)**	17
Hexaethylene glycol (a)	**POLYETHYLENE GLYCOL**	17
Hexahydroaniline	**CYCLOHEXYLAMINE**	17
Hexahydro-1H-azepine	**HEXAMETHYLENEIMINE**	17
Hexahydrobenzene	**CYCLOHEXANE**	17
Hexahydro-l-H-azepine	**HEXAMETHYLENEIMINE**	17
Hexahydrophenol	**CYCLOHEXANOL**	17
Hexahydrotoluene	**METHYLCYCLOHEXANE**	17
Hexamethylene	**CYCLOHEXANE**	17
HEXAMETHYLENEDIAMINE (MOLTEN)		17
HEXAMETHYLENEDIAMINE ADIPATE (50% IN WATER)		17
HEXAMETHYLENEDIAMINE SOLUTION		17
1,6-Hexamethylenediamine solution	**HEXAMETHYLENEDIAMINE SOLUTION**	17
Hexamethylenediammonium adipate solution (50% solution)	**HEXAMETHYLENEDIAMINE ADIPATE (50% IN WATER)**	17
HEXAMETHYLENE DIISOCYANATE		17
Hexamethylene-1,6-diisocyanate	**HEXAMETHYLENE DIISOCYANATE**	17
HEXAMETHYLENE GLYCOL		17
HEXAMETHYLENEIMINE		17
HEXAMETHYLENETETRAMINE SOLUTIONS		18
Hexamine	**HEXAMETHYLENETETRAMINE SOLUTIONS**	18
Hexanaphthene	**CYCLOHEXANE**	17
1,6-Hexandiamine hexanedioate (1:1)	**HEXAMETHYLENEDIAMINE ADIPATE (50% IN WATER)**	17
HEXANE (ALL ISOMERS)		17
1,6-Hexanediamine	**HEXAMETHYLENEDIAMINE (MOLTEN)**	17
1,6-Hexanediamine solutions	**HEXAMETHYLENEDIAMINE SOLUTION**	17
Hexane-1,6-diamine solutions	**HEXAMETHYLENEDIAMINE SOLUTION**	17
Hexanedioic acid, bis(2-ethylhexyl) ester	**DI-(2-ETHYLHEXYL) ADIPATE**	17
1,6-Hexanediol	**HEXAMETHYLENE GLYCOL**	17
Hexane-1,6-diol	**HEXAMETHYLENE GLYCOL**	17
1,6-HEXANEDIOL, DISTILLATION OVERHEADS		17

Index Name	Product Name	Chapter
n-Hexane	**HEXANE (ALL ISOMERS)**	17
HEXANOIC ACID		17
HEXANOL		17
Hexan-1-ol	**HEXANOL**	17
2-Hexanone	**METHYL BUTYL KETONE**	17
Hexan-2-one	**METHYL BUTYL KETONE**	17
HEXENE (ALL ISOMERS)		17
1-Hexene (a)	**HEXENE (ALL ISOMERS)**	17
Hex-1-ene (a)	**HEXENE (ALL ISOMERS)**	17
2-Hexene (a)	**HEXENE (ALL ISOMERS)**	17
Hexone	**METHYL ISOBUTYL KETONE**	17
HEXYL ACETATE		17
sec-Hexyl acetate	**METHYLAMYL ACETATE**	17
Hexyl alcohol	**HEXANOL**	17
Hexylene (a)	**HEXENE (ALL ISOMERS)**	17
HEXYLENE GLYCOL		18
Hexyl ethanoate	**HEXYL ACETATE**	17
Homopiperidine	**HEXAMETHYLENEIMINE**	17
HVO (Hydrotreated Vegetable Oil)	**ALKANES(C10-C26), LINEAR AND BRANCHED, (FLASHPOINT >60°C)**	17
HYDROCHLORIC ACID		17
Hydrofuran	**TETRAHYDROFURAN**	17
Hydrogenated maltose syrup	**MALTITOL SOLUTION**	18
Hydrogenated oligosaccharide	**HYDROGENATED STARCH HYDROLYSATE**	18
HYDROGENATED STARCH HYDROLYSATE		18
Hydrogencarboxylic acid	**FORMIC ACID (85% OR LESS ACID)**	17
Hydrogen chloride, aqueous	**HYDROCHLORIC ACID**	17
HYDROGEN PEROXIDE SOLUTIONS (OVER 60% BUT NOT OVER 70% BY MASS)		17
HYDROGEN PEROXIDE SOLUTIONS (OVER 8% BUT NOT OVER 60% BY MASS)		17
Hydrogen sulphate	**SULPHURIC ACID**	17
alpha-Hydro-omega-hydroxypoly[oxy(methyl-1,2-ethanediyl)]	**POLYPROPYLENE GLYCOL**	17
Hydroxyacetic acid	**GLYCOLIC ACID SOLUTION (70% OR LESS)**	17
Hydroxybenzene	**PHENOL**	17
4-Hydroxybutanoic acid lactone	**GAMMA-BUTYROLACTONE**	17
4-Hydroxybutyric acid lactone	**GAMMA-BUTYROLACTONE**	17
gamma-Hydroxybutyric acid lactone	**GAMMA-BUTYROLACTONE**	17
Hydroxydimethylbenzenes	**XYLENOL**	17
Hydroxyethanoic acid	**GLYCOLIC ACID SOLUTION (70% OR LESS)**	17
2-Hydroxyethyl acetate	**ETHYLENE GLYCOL ACETATE**	17
2-HYDROXYETHYL ACRYLATE		17
beta-Hydroxyethyl acrylate	**2-HYDROXYETHYL ACRYLATE**	17
2-Hydroxyethylamine	**ETHANOLAMINE**	17
N-beta-Hydroxyethylethylenediamine	**AMINOETHYL ETHANOLAMINE**	17
N-(HYDROXYETHYL) ETHYLENEDIAMINETRIACETIC ACID, TRISODIUM SALT SOLUTION		17

Index Name	Product Name	Chapter
beta-Hydroxyethyl phenyl ether	**ETHYLENE GLYCOL PHENYL ETHER**	17
2-Hydroxyethyl propenoate	**2-HYDROXYETHYL ACRYLATE**	17
2-Hydroxyethyl 2-propenoate	**2-HYDROXYETHYL ACRYLATE**	17
alpha-Hydroxyisobutyronitrile	**ACETONE CYANOHYDRIN**	17
4-Hydroxy-2-keto-4-methylpentane	**DIACETONE ALCOHOL**	17
4-Hydroxy-4-methylpentanone-2	**DIACETONE ALCOHOL**	17
4-Hydroxy-4-methylpentan-2-one	**DIACETONE ALCOHOL**	17
2-Hydroxy-2-methylpropiononitrile	**ACETONE CYANOHYDRIN**	17
2-HYDROXY-4-(METHYLTHIO)BUTANOIC ACID		17
2-Hydroxy-4-(methylthio)butyric acid	**2-HYDROXY-4-(METHYLTHIO)BUTANOIC ACID**	17
2-Hydroxynitrobenzene (molten)	**O-NITROPHENOL (MOLTEN)**	17
1-Hydroxy-2-phenoxyethane	**ETHYLENE GLYCOL PHENYL ETHER**	17
2-Hydroxypropanoic acid	**LACTIC ACID**	17
2-Hydroxypropionic acid	**LACTIC ACID**	17
alpha-Hydroxypropionic acid	**LACTIC ACID**	17
3-Hydroxypropionic acid, lactone.	**BETA-PROPIOLACTONE**	17
beta-Hydroxypropionitrile	**ETHYLENE CYANOHYDRIN**	17
2-Hydroxypropionitrile solution (80% or less)	**LACTONITRILE SOLUTION (80% OR LESS)**	17
alpha-Hydroxypropionitrile solution (80% or less)	**LACTONITRILE SOLUTION (80% OR LESS)**	17
3-Hydroxypropiononitrile	**ETHYLENE CYANOHYDRIN**	17
2-Hydroxypropiononitrile solution (80% or less)	**LACTONITRILE SOLUTION (80% OR LESS)**	17
2-[2-(2-hydroxypropoxy)propoxy]propan-1-ol	**TRIPROPYLENE GLYCOL**	17
2-Hydroxypropylamine	**ISOPROPANOLAMINE**	17
3-Hydroxypropylamine	**N-PROPANOLAMINE**	17
alpha-Hydroxytoluene	**BENZYL ALCOHOL**	17
3-Hydroxy-2,2,4-trimethylpentyl isobutyrate	**2,2,4-TRIMETHYL-1,3-PENTANEDIOL-1-ISOBUTYRATE**	17
ILLIPE OIL		17
2,2'-Iminodi(ethylamine)	**DIETHYLENETRIAMINE**	17
2,2'-Iminodiethanol	**DIETHANOLAMINE**	17
1,1'-Iminodipropan-2-ol	**DIISOPROPANOLAMINE**	17
Iron (III) chloride solutions	**FERRIC CHLORIDE SOLUTIONS**	17
Iron (III) nitrate / nitric acid solution	**FERRIC NITRATE/NITRIC ACID SOLUTION**	17
Isoacetophenone	**ISOPHORONE**	17
Isoamyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
ISOAMYL ALCOHOL		17
Isobutaldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
Isobutanal (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
Isobutanol	**ISOBUTYL ALCOHOL**	17
Isobutanolamine	**2-AMINO-2-METHYL-1-PROPANOL**	17
Isobutyl acetate	**BUTYL ACETATE (ALL ISOMERS)**	17
Isobutyl acrylate (a)	**BUTYL ACRYLATE (ALL ISOMERS)**	17
ISOBUTYL ALCOHOL		17
Isobutyl aldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
Isobutylamine (a)	**BUTYLAMINE (ALL ISOMERS)**	17
Isobutylcarbinol	**ISOAMYL ALCOHOL**	17
ISOBUTYL FORMATE		17

Index Name	Product Name	Chapter
Isobutyl ketone	**DIISOBUTYL KETONE**	17
ISOBUTYL METHACRYLATE		17
Isobutylmethylcarbinol	**METHYLAMYL ALCOHOL**	17
Isobutyl methyl ketone	**METHYL ISOBUTYL KETONE**	17
Isobutylmethylmethanol	**METHYLAMYL ALCOHOL**	17
Isobutyraldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
Isobutyric aldehyde (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
alpha-Isocyanatobenzyl-omega-isocyanatophenylpoly [(phenyl isocyanate)-alt-formaldehyde]	**POLYMETHYLENE POLYPHENYL ISOCYANATE**	17
3-Isocyanatomethyl-3,5,5-trimethylcyclohexyl isocyanate	**ISOPHORONE DIISOCYANATE**	17
Isodecanol	**DECYL ALCOHOL (ALL ISOMERS)**	17
Isodecyl alcohol	**DECYL ALCOHOL (ALL ISOMERS)**	17
Isododecane (a)	**DODECANE (ALL ISOMERS)**	17
Isodurene (a)	**TETRAMETHYLBENZENE (ALL ISOMERS)**	17
Isononanoic acid	**NONANOIC ACID (ALL ISOMERS)**	17
Isononanol	**NONYL ALCOHOL (ALL ISOMERS)**	17
Isooctane (a)	**OCTANE (ALL ISOMERS)**	17
Isooctanol	**OCTANOL (ALL ISOMERS)**	17
Isopentane (a)	**PENTANE (ALL ISOMERS)**	17
Isopentanol	**ISOAMYL ALCOHOL**	17
Isopentanol	**AMYL ALCOHOL, PRIMARY**	17
Isopentyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
Isopentyl alcohol	**ISOAMYL ALCOHOL**	17
ISOPHORONE		17
ISOPHORONEDIAMINE		17
ISOPHORONE DIISOCYANATE		17
ISOPRENE		17
Isopropanol	**ISOPROPYL ALCOHOL**	18
ISOPROPANOLAMINE		17
Isopropenylbenzene	**ALPHA-METHYLSTYRENE**	17
2-Isopropoxyethanol (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
2-Isopropoxypropane	**ISOPROPYL ETHER**	17
ISOPROPYL ACETATE		17
Isopropylacetone	**METHYL ISOBUTYL KETONE**	17
ISOPROPYL ALCOHOL		18
ISOPROPYLAMINE		17
ISOPROPYLAMINE (70% OR LESS) SOLUTION		17
Isopropylammonium N-(phosphonomethyl)glycine	**GLYPHOSATE SOLUTION (NOT CONTAINING SURFACTANT)**	17
Isopropylcarbinol	**ISOBUTYL ALCOHOL**	17
Isopropyl carbinol	**ISOBUTYL ALCOHOL**	17
ISOPROPYLCYCLOHEXANE		17
1-Isopropyl-2,2-dimethyltrimethylene diisobutyrate	**2,2,4-TRIMETHYL-1,3-PENTANEDIOL DIISOBUTYRATE**	17
ISOPROPYL ETHER		17
Isopropylideneacetone	**MESITYL OXIDE**	17
Isopropyl oxide	**ISOPROPYL ETHER**	17
4-Isopropyltoluene	**P-CYMENE**	17

Index Name	Product Name	Chapter
p-Isopropyltoluene	**P-CYMENE**	17
4-Isopropyltoluol	**P-CYMENE**	17
Isovaleral	**VALERALDEHYDE (ALL ISOMERS)**	17
Isovaleraldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
Isovaleric aldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
Isovalerone	**DIISOBUTYL KETONE**	17
JATROPHA OIL		17
Kaolin clay slurry	**KAOLIN SLURRY**	18
Kaolinite slurry	**KAOLIN SLURRY**	18
KAOLIN SLURRY		18
Ketohexamethylene	**CYCLOHEXANONE**	17
Ketone propane	**ACETONE**	18
Ketopropane	**ACETONE**	18
LACTIC ACID		17
LACTONITRILE SOLUTION (80% OR LESS)		17
LARD		17
LATEX, AMMONIA (1% OR LESS)- INHIBITED		17
LATEX: CARBOXYLATED STYRENE-BUTADIENE COPOLYMER; STYRENE-BUTADIENE RUBBER		17
LAURIC ACID		17
Lauryl alcohol	**DODECYL ALCOHOL**	17
Lauryl mercaptan	**TERT-DODECANETHIOL**	17
Lauryl methacrylate	**DODECYL METHACRYLATE**	17
Lead alkyls, n.o.s. (a)	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
Lead tetraethyl (a)	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
Lead tetramethyl (a)	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
LECITHIN		18
LIGNINSULPHONIC ACID, MAGNESIUM SALT SOLUTION		17
LIGNINSULPHONIC ACID, SODIUM SALT SOLUTION		17
Limonene	**DIPENTENE**	17
Linear alkylbenzene (LAB) bottoms (a)	**ALKYL BENZENE DISTILLATION BOTTOMS**	17
Linear alkyl(C12-C16) propoxyamine ethoxylate	**ALKYL(C12-C16) PROPOXYAMINE ETHOXYLATE**	17
LINSEED OIL		17
LIQUID CHEMICAL WASTES		17
LONG-CHAIN ALKARYL POLYETHER (C11-C20)		17
LONG-CHAIN ALKARYL SULPHONIC ACID (C16 -C60)		17
LONG-CHAIN ALKYLPHENATE/PHENOL SULPHIDE MIXTURE		17
Lye, soda solution	**SODIUM HYDROXIDE SOLUTION**	17
L-LYSINE SOLUTION (60% OR LESS)		17
Magnesia hydrate	**MAGNESIUM HYDROXIDE SLURRY**	18
MAGNESIUM CHLORIDE SOLUTION		17
MAGNESIUM HYDROXIDE SLURRY		18

Index Name	Product Name	Chapter
Magnesium Lignasulphonate solution	**LIGNINSULPHONIC ACID, MAGNESIUM SALT SOLUTION**	17
MAGNESIUM LONG-CHAIN ALKARYL SULPHONATE (C11-C50)		17
MAGNESIUM LONG-CHAIN ALKYL SALICYLATE (C11+)		17
MALEIC ANHYDRIDE		17
Maltitol	**MALTITOL SOLUTION**	18
MALTITOL SOLUTION		18
Maltitol syrup	**MALTITOL SOLUTION**	18
MANGO KERNEL OIL		17
Meglumine solution (70% or less)	**N-METHYLGLUCAMINE SOLUTION (70% OR LESS)**	18
MERCAPTOBENZOTHIAZOL, SODIUM SALT SOLUTION		17
Mesitylene	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
MESITYL OXIDE		17
Metaformaldehyde	**1,3,5-TRIOXANE**	17
Metam-sodium	**METAM SODIUM SOLUTION**	17
METAM SODIUM SOLUTION		17
METHACRYLIC ACID		17
METHACRYLIC ACID - ALKOXYPOLY (ALKYLENE OXIDE) METHACRYLATE COPOLYMER, SODIUM SALT AQUEOUS SOLUTION (45% OR LESS)		17
alpha-Methacrylic acid	**METHACRYLIC ACID**	17
Methacrylic acid, dodecyl ester	**DODECYL METHACRYLATE**	17
Methacrylic acid, lauryl ester	**DODECYL METHACRYLATE**	17
METHACRYLIC RESIN IN ETHYLENE DICHLORIDE		17
METHACRYLONITRILE		17
Methanal	**FORMALDEHYDE SOLUTIONS (45% OR LESS)**	17
Methanamide	**FORMAMIDE**	17
Methanamine	**METHYLAMINE SOLUTIONS (42% OR LESS)**	17
Methanecarboxylic acid	**ACETIC ACID**	17
Methanoic acid	**FORMIC ACID (85% OR LESS ACID)**	17
Methanol	**METHYL ALCOHOL**	17
Methenamine	**HEXAMETHYLENETETRAMINE SOLUTIONS**	18
3-Methoxybutan-1-ol	**3-METHOXY-1-BUTANOL**	17
3-METHOXY-1-BUTANOL		17
3-METHOXYBUTYL ACETATE		17
2-Methoxyethanol (a)	**ETHYLENE GLYCOL MONOALKYL ETHERS**	17
2-(2-Methoxyethoxy)ethanol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
2-[2-(2-Methoxyethoxy)ethoxy]ethanol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
2-(2-Methoxyethoxy)ethyl acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
2-Methoxyethyl acetate	**ETHYLENE GLYCOL METHYL ETHER ACETATE**	17
2-Methoxy-2-methylbutane	**TERT-AMYL METHYL ETHER**	17
3-Methoxy-3-methylbutan-1-ol	**3-METHYL-3-METHOXYBUTANOL**	17
2-Methoxy-1-methylethyl acetate	**PROPYLENE GLYCOL METHYL ETHER ACETATE**	17

Index Name	Product Name	Chapter
N-(2-METHOXY-1-METHYL ETHYL)-2-ETHYL-6-METHYL CHLOROACETANILIDE		17
2-methoxy-2-methylpropane	**METHYL TERT-BUTYL ETHER**	17
1-Methoxypropan-2-ol (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
1-Methoxy-2-propanol acetate	**PROPYLENE GLYCOL METHYL ETHER ACETATE**	17
1-(2-Methoxypropoxy)propan-2-ol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
3-[3-(3-Methoxypropoxy)propoxy]propan-1-ol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Methoxytriglycol (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Methylacetaldehyde	**PROPIONALDEHYDE**	17
METHYL ACETATE		17
Methylacetic acid	**PROPIONIC ACID**	17
METHYL ACETOACETATE		17
Methyl acetylacetate	**METHYL ACETOACETATE**	17
beta-Methylacrolein	**CROTONALDEHYDE**	17
METHYL ACRYLATE		17
2-Methylacrylic acid	**METHACRYLIC ACID**	17
2-Methylacrylic acid, dodecyl ester	**DODECYL METHACRYLATE**	17
2-Methylacrylic acid, lauryl ester	**DODECYL METHACRYLATE**	17
METHYL ALCOHOL		17
METHYLAMINE SOLUTIONS (42% OR LESS)		17
1-Methyl-2-aminobenzene	**O-TOLUIDINE**	17
2-Methyl-1-aminobenzene	**O-TOLUIDINE**	17
METHYLAMYL ACETATE		17
METHYLAMYL ALCOHOL		17
METHYL AMYL KETONE		17
Methyl n-amyl ketone	**METHYL AMYL KETONE**	17
2-Methylaniline	**O-TOLUIDINE**	17
N-METHYLANILINE		17
o-Methylaniline	**O-TOLUIDINE**	17
2-Methylbenzenamine	**O-TOLUIDINE**	17
o-Methylbenzenamine	**O-TOLUIDINE**	17
Methylbenzene	**TOLUENE**	17
Methylbenzol	**TOLUENE**	17
ALPHA-METHYLBENZYL ALCOHOL WITH ACETOPHENONE (15% OR LESS)		17
2-Methyl-1,3-butadiene	**ISOPRENE**	17
3-Methyl-1,3-butadiene	**ISOPRENE**	17
2-Methylbutanal	**VALERALDEHYDE (ALL ISOMERS)**	17
3-Methylbutanal	**VALERALDEHYDE (ALL ISOMERS)**	17
2-Methylbutane (a)	**PENTANE (ALL ISOMERS)**	17
Methyl butanoate	**METHYL BUTYRATE**	17
2-Methylbutan-2-ol	**TERT-AMYL ALCOHOL**	17
2-Methyl-2-butanol	**TERT-AMYL ALCOHOL**	17
2-Methyl-4-butanol	**ISOAMYL ALCOHOL**	17
3-Methyl-1-butanol	**ISOAMYL ALCOHOL**	17
3-Methylbutan-1-ol	**AMYL ALCOHOL, PRIMARY**	17

Index Name	Product Name	Chapter
3-Methyl-1-butanol	**AMYL ALCOHOL, PRIMARY**	17
3-Methylbutan-1-ol	**ISOAMYL ALCOHOL**	17
3-Methylbutan-3-ol	**TERT-AMYL ALCOHOL**	17
3-Methylbut-1-ene (a)	**PENTENE (ALL ISOMERS)**	17
Methylbutenes (a)	**PENTENE (ALL ISOMERS)**	17
METHYLBUTENOL		17
1-Methylbutyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
2-Methyl-2-butyl alcohol	**TERT-AMYL ALCOHOL**	17
3-Methyl-1-butyl alcohol	**ISOAMYL ALCOHOL**	17
3-Methyl-3-butyl alcohol	**TERT-AMYL ALCOHOL**	17
METHYL TERT-BUTYL ETHER		17
METHYL BUTYL KETONE		17
METHYLBUTYNOL		17
2-Methyl-3-butyn-2-ol	**2-METHYL-2-HYDROXY-3-BUTYNE**	17
2-Methylbut-3-yn-2-ol	**METHYLBUTYNOL**	17
2-Methyl-3-butyn-2-ol	**METHYLBUTYNOL**	17
2-Methylbut-3-yn-2-ol	**2-METHYL-2-HYDROXY-3-BUTYNE**	17
2-Methylbutyraldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
3-Methylbutyraldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
METHYL BUTYRATE		17
Methyl 'carbitol' acetate (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE**	17
Methyl 'cellosolve' acetate	**ETHYLENE GLYCOL METHYL ETHER ACETATE**	17
Methylchloroform	**1,1,1-TRICHLOROETHANE**	17
Methyl cyanide	**ACETONITRILE**	17
METHYLCYCLOHEXANE		17
1-Methyl-1,3-cyclopentadiene	**METHYLCYCLOPENTADIENE DIMER**	17
METHYLCYCLOPENTADIENE DIMER		17
METHYLCYCLOPENTADIENYL MANGANESE TRICARBONYL		17
METHYL DIETHANOLAMINE		17
4-Methyl-1,3-dioxolan-2-one	**PROPYLENE CARBONATE**	18
Methyl disulphide	**DIMETHYL DISULPHIDE**	17
Methylenebis(4-isocyanatobenzene)	**DIPHENYLMETHANE DIISOCYANATE**	17
Methylenebis(4-phenyl isocyanate)	**DIPHENYLMETHANE DIISOCYANATE**	17
Methylenebis(4-phenylene isocyanate)	**DIPHENYLMETHANE DIISOCYANATE**	17
Methylenebis(p-phenylene isocyanate)	**DIPHENYLMETHANE DIISOCYANATE**	17
4,4'-Methylenebis(4-phenyl isocyanate)	**DIPHENYLMETHANE DIISOCYANATE**	17
Methylene bromide	**DIBROMOMETHANE**	17
Methylene chloride	**DICHLOROMETHANE**	17
4,4'-Methylenedi(phenyl isocyanate)	**DIPHENYLMETHANE DIISOCYANATE**	17
Methylene dichloride	**DICHLOROMETHANE**	17
4,4'-Methylenediphenyl diisocyanate	**DIPHENYLMETHANE DIISOCYANATE**	17
Methylenedi-p-phenylene diisocyanate	**DIPHENYLMETHANE DIISOCYANATE**	17
2-Methylenepropionic acid	**METHACRYLIC ACID**	17
Methyl ethanoate	**METHYL ACETATE**	17
1-Methylethyl acetate	**ISOPROPYL ACETATE**	17

Index Name	Product Name	Chapter
1-Methylethylamine	**ISOPROPYLAMINE**	17
2-METHYL-6-ETHYL ANILINE		17
Methylethylcarbinol	**SEC-BUTYL ALCOHOL**	18
Methylethylene glycol	**PROPYLENE GLYCOL**	18
Methylethylene oxide	**PROPYLENE OXIDE**	17
METHYL ETHYL KETONE		17
N-(1-Methylethyl)propan-2-amine	**DIISOPROPYLAMINE**	17
2-METHYL-5-ETHYL PYRIDINE		17
METHYL FORMATE		17
N-METHYLGLUCAMINE SOLUTION (70% OR LESS)		18
N-methyl-D-glucamine solution (70% or less)	**N-METHYLGLUCAMINE SOLUTION (70% OR LESS)**	18
2-METHYLGLUTARONITRILE WITH 2-ETHYLSUCCINONITRILE (12% OR LESS)		17
Methyl glycol	**PROPYLENE GLYCOL**	18
5-Methylheptan-3-one	**ETHYL AMYL KETONE**	17
5-Methyl-3-heptanone	**ETHYL AMYL KETONE**	17
5-Methylhexan-2-one	**METHYL AMYL KETONE**	17
Methylhexylcarbinol	**OCTANOL (ALL ISOMERS)**	17
Methyl 2-hydroxybenzoate	**METHYL SALICYLATE**	17
Methyl o-hydroxybenzoate	**METHYL SALICYLATE**	17
2-Methyl-2-hydroxy-3-butyne	**METHYLBUTYNOL**	17
2-METHYL-2-HYDROXY-3-BUTYNE		17
2,2'-(Methylimino)diethanol	**METHYL DIETHANOLAMINE**	17
N-Methyl-2,2'-iminodiethanol	**METHYL DIETHANOLAMINE**	17
Methyl isoamyl ketone	**METHYL AMYL KETONE**	17
Methyl isobutenyl ketone	**MESITYL OXIDE**	17
Methylisobutylcarbinol	**METHYLAMYL ALCOHOL**	17
Methylisobutylcarbinol acetate	**METHYLAMYL ACETATE**	17
METHYL ISOBUTYL KETONE		17
p-Methylisopropyl benzene	**P-CYMENE**	17
2-Methyllactonitrile	**ACETONE CYANOHYDRIN**	17
methyl mercaptopropionaldehyde	**3-(METHYLTHIO)PROPIONALDEHYDE**	17
METHYL METHACRYLATE		17
Methyl methanoate	**METHYL FORMATE**	17
3-METHYL-3-METHOXYBUTANOL		17
Methyl alpha-methylacrylate	**METHYL METHACRYLATE**	17
7-Methyl-3-methylene-1,6-octadiene	**MYRCENE**	17
Methyl 2-methylprop-2-enoate	**METHYL METHACRYLATE**	17
METHYL NAPHTHALENE (MOLTEN)		17
alpha-Methylnaphthalene (molten) (a)	**METHYL NAPHTHALENE (MOLTEN)**	17
beta-Methylnaphthalene (molten) (a)	**METHYL NAPHTHALENE (MOLTEN)**	17
(o- and p-) Methylnitrobenzene	**O- OR P-NITROTOLUENES**	17
8-Methylnonan-1-ol	**DECYL ALCOHOL (ALL ISOMERS)**	17
Methylolpropane	**N-BUTYL ALCOHOL**	18
alpha-Methyl-omega-methoxypoly(ethylene oxide)	**POLYETHYLENE GLYCOL DIMETHYL ETHER**	17
alpha-Methyl-omega-methoxypoly(oxy-1,2-ethanediyl)	**POLYETHYLENE GLYCOL DIMETHYL ETHER**	17

Index Name	Product Name	Chapter
alpha-Methyl-omega-methoxypoly(oxyethylene)	**POLYETHYLENE GLYCOL DIMETHYL ETHER**	17
Methyloxirane	**PROPYLENE OXIDE**	17
2-Methyl-2,4-pentanediol	**HEXYLENE GLYCOL**	18
2-Methylpentane-2,4-diol	**HEXYLENE GLYCOL**	18
4-Methylpentanol-2	**METHYLAMYL ALCOHOL**	17
4-Methylpentan-2-ol	**METHYLAMYL ALCOHOL**	17
4-Methyl-2-pentanol acetate	**METHYLAMYL ACETATE**	17
4-Methyl-2-pentanone	**METHYL ISOBUTYL KETONE**	17
4-Methylpentan-2-one	**METHYL ISOBUTYL KETONE**	17
2-Methylpentene (a)	**HEXENE (ALL ISOMERS)**	17
2-Methylpent-1-ene (a)	**HEXENE (ALL ISOMERS)**	17
2-Methyl-1-pentene (a)	**HEXENE (ALL ISOMERS)**	17
4-Methyl-1-pentene (a)	**HEXENE (ALL ISOMERS)**	17
4-Methyl-3-penten-2-one	**MESITYL OXIDE**	17
4-Methylpent-3-en-2-one	**MESITYL OXIDE**	17
4-Methyl-2-pentyl acetate	**METHYLAMYL ACETATE**	17
Methylpentyl acetates	**METHYLAMYL ACETATE**	17
Methyl tert-pentyl ether	**TERT-AMYL METHYL ETHER**	17
Methyl pentyl ketone	**METHYL AMYL KETONE**	17
2-Methyl-m-phenylenediamine (a)	**TOLUENEDIAMINE**	17
4-Methyl-m-phenylenediamine (a)	**TOLUENEDIAMINE**	17
Methylphenylene diisocyanate	**TOLUENE DIISOCYANATE**	17
4-methyl-1,3-phenylene diisocyanate	**TOLUENE DIISOCYANATE**	17
4-Methyl-m-phenylene diisocyanate	**TOLUENE DIISOCYANATE**	17
2-Methyl-2-phenylpropane (a)	**BUTYLBENZENE (ALL ISOMERS)**	17
2-Methylpropanal (a)	**BUTYRALDEHYDE (ALL ISOMERS)**	17
2-METHYL-1,3-PROPANEDIOL		17
2-Methyl-1-propanol	**ISOBUTYL ALCOHOL**	17
2-Methylpropan-1-ol	**ISOBUTYL ALCOHOL**	17
2-Methyl-2-propanol	**TERT-BUTYL ALCOHOL**	17
2-Methylpropan-2-ol	**TERT-BUTYL ALCOHOL**	17
2-Methylprop-2-enenitrile	**METHACRYLONITRILE**	17
2-Methylpropenoic acid	**METHACRYLIC ACID**	17
alpha-Methylpropenoic acid	**METHACRYLIC ACID**	17
2-Methylprop-1-enyl methyl ketone	**MESITYL OXIDE**	17
2-Methylpropyl acrylate (a)	**BUTYL ACRYLATE (ALL ISOMERS)**	17
2-Methyl-1-propyl alcohol	**ISOBUTYL ALCOHOL**	17
2-Methyl-2-propyl alcohol	**TERT-BUTYL ALCOHOL**	17
Methylpropylcarbinol	**SEC-AMYL ALCOHOL**	17
2-Methylpropyl formate	**ISOBUTYL FORMATE**	17
METHYL PROPYL KETONE		18
2-METHYLPYRIDINE		17
3-METHYLPYRIDINE		17
4-METHYLPYRIDINE		17
alpha-Methylpyridine	**2-METHYLPYRIDINE**	17
1-Methylpyrrolidin-2-one	**N-METHYL-2-PYRROLIDONE**	17

Index Name	Product Name	Chapter
1-Methyl-2-pyrrolidinone	**N-METHYL-2-PYRROLIDONE**	17
N-Methylpyrrolidinone	**N-METHYL-2-PYRROLIDONE**	17
1-Methyl-2-pyrrolidone	**N-METHYL-2-PYRROLIDONE**	17
N-METHYL-2-PYRROLIDONE		17
METHYL SALICYLATE		17
Methylstyrene (all isomers)	**VINYLTOLUENE**	17
ALPHA-METHYLSTYRENE		17
3-(METHYLTHIO)PROPIONALDEHYDE		17
2-Methyltrimethylene glycol	**2-METHYL-1,3-PROPANEDIOL**	17
Metolachlor	**N-(2-METHOXY-1-METHYL ETHYL)-2-ETHYL-6-METHYL CHLOROACETANILIDE**	17
MICROSILICA SLURRY		18
Middle oil	**CARBOLIC OIL**	17
Milk acid	**LACTIC ACID**	17
Milk of magnesia	**MAGNESIUM HYDROXIDE SLURRY**	18
Mineral jelly	**PETROLATUM**	17
Mineral wax	**PETROLATUM**	17
Mixed aliphatic oxygenated hydrocarbons, primary aliphatic alcohols and aliphatic ethers: mol wt: >200 (a)	**OXYGENATED ALIPHATIC HYDROCARBON MIXTURE**	17
MOLASSES		18
MOLYBDENUM POLYSULFIDE LONG CHAIN ALKYL DITHIOCARBAMIDE COMPLEX		17
Monochlorobenzene	**CHLOROBENZENE**	17
Monochlorobenzol	**CHLOROBENZENE**	17
Monoethanolamine	**ETHANOLAMINE**	17
Monoethylamine	**ETHYLAMINE**	17
Monoethylamine solutions, 72% or less	**ETHYLAMINE SOLUTIONS (72% OR LESS)**	17
Monoisopropanolamine	**ISOPROPANOLAMINE**	17
Monoisopropylamine	**ISOPROPYLAMINE**	17
Monomethylamine solutions, 42% or less	**METHYLAMINE SOLUTIONS (42% OR LESS)**	17
Monopropylamine	**N-PROPYLAMINE**	17
Monopropylene glycol	**PROPYLENE GLYCOL**	18
MORPHOLINE		17
MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)		17
Muriatic acid	**HYDROCHLORIC ACID**	17
MYRCENE		17
Naphtha, coal tar	**COAL TAR NAPHTHA SOLVENT**	17
NAPHTHALENE (MOLTEN)		17
NAPHTHALENESULPHONIC ACID-FORMALDEHYDE COPOLYMER, SODIUM SALT SOLUTION		17
Naphtha (petroleum), Light Steam-cracked Aromatics (a)	**ALKYLBENZENE MIXTURES (CONTAINING AT LEAST 50% OF TOLUENE)**	17
Naphtha safety solvent	**WHITE SPIRIT, LOW (15-20%) AROMATIC**	17
NEODECANOIC ACID		17
Neodecanoic acid, 2,3-epoxypropyl ester	**GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID**	17
Neodecanoic acid, glycidyl ester	**GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID**	17
Neodecanoic acid vinyl ester	**VINYL NEODECANOATE**	17

Index Name	Product Name	Chapter
Neopentane (a)	**PENTANE (ALL ISOMERS)**	17
Neopentanoic acid	**TRIMETHYLACETIC ACID**	17
Neopentylene glycol	**2,2-DIMETHYLPROPANE-1,3-DIOL (MOLTEN OR SOLUTION)**	17
NITRATING ACID (MIXTURE OF SULPHURIC AND NITRIC ACIDS)		17
NITRIC ACID (70% AND OVER)		17
NITRIC ACID (LESS THAN 70%)		17
Nitric acid, fuming (a)	**NITRIC ACID (70% AND OVER)**	17
Nitric acid, red fuming	**NITRIC ACID (70% AND OVER)**	17
NITRILOTRIACETIC ACID, TRISODIUM SALT SOLUTION		17
2,2',2''-Nitrilotriethanol	**TRIETHANOLAMINE**	17
Nitrilo-2,2',2''-triethanol	**TRIETHANOLAMINE**	17
1,1',1''-Nitrilotripropan-2-ol	**TRIISOPROPANOLAMINE**	17
1,1',1''-Nitrilotri-2-propanol	**TRIISOPROPANOLAMINE**	17
NITROBENZENE		17
Nitrobenzol	**NITROBENZENE**	17
o-Nitrochlorobenzene	**O-CHLORONITROBENZENE**	17
NITROETHANE		17
NITROETHANE(80%)/ NITROPROPANE(20%)		17
NITROETHANE, 1-NITROPROPANE (EACH 15% OR MORE) MIXTURE		17
ortho-Nitrophenol (molten)	**O-NITROPHENOL (MOLTEN)**	17
2-Nitrophenol (molten)	**O-NITROPHENOL (MOLTEN)**	17
O-NITROPHENOL (MOLTEN)		17
1- OR 2-NITROPROPANE		17
NITROPROPANE (60%)/NITROETHANE (40%) MIXTURE		17
2-Nitrotoluene (a)	**O- OR P-NITROTOLUENES**	17
4-Nitrotoluene (a)	**O- OR P-NITROTOLUENES**	17
o-Nitrotoluene (a)	**O- OR P-NITROTOLUENES**	17
p-Nitrotoluene (a)	**O- OR P-NITROTOLUENES**	17
O- OR P-NITROTOLUENES		17
NONANE (ALL ISOMERS)		17
1-Nonanecarboxylic acid	**DECANOIC ACID**	17
n-Nonane (a)	**NONANE (ALL ISOMERS)**	17
NONANOIC ACID (ALL ISOMERS)		17
Nonanols	**NONYL ALCOHOL (ALL ISOMERS)**	17
NON-EDIBLE INDUSTRIAL GRADE PALM OIL		17
NONENE (ALL ISOMERS)		17
NONYL ALCOHOL (ALL ISOMERS)		17
Nonylcarbinol	**DECYL ALCOHOL (ALL ISOMERS)**	17
Nonylene (a)	**NONENE (ALL ISOMERS)**	17
Nonyl hydride (a)	**NONANE (ALL ISOMERS)**	17
NONYL METHACRYLATE MONOMER		17
NONYLPHENOL		17
NONYLPHENOL POLY(4+)ETHOXYLATE		17

Index Name	Product Name	Chapter
alpha-4-Nonylphenyl-omega-hydroxypoly(oxyethylene) (b)	**ALKARYL POLYETHERS (C9-C20)**	17
Nopinen	**BETA-PINENE**	17
Nopinene	**BETA-PINENE**	17
NOXIOUS LIQUID, NF, (1) N.O.S. (TRADE NAME ...., CONTAINS ....) ST1, CAT. X		17
NOXIOUS LIQUID, F, (2) N.O.S. (TRADE NAME ...., CONTAINS ....) ST1, CAT. X		17
NOXIOUS LIQUID, NF, (3) N.O.S. (TRADE NAME ...., CONTAINS ....) ST2, CAT. X		17
NOXIOUS LIQUID, F, (4) N.O.S. (TRADE NAME ...., CONTAINS ....) ST2, CAT. X		17
NOXIOUS LIQUID, NF, (5) N.O.S. (TRADE NAME ...., CONTAINS ....) ST2, CAT. Y		17
NOXIOUS LIQUID, F, (6) N.O.S. (TRADE NAME ...., CONTAINS ....) ST2, CAT. Y		17
NOXIOUS LIQUID, NF, (7) N.O.S. (TRADE NAME ...., CONTAINS ....) ST3, CAT. Y		17
NOXIOUS LIQUID, F, (8) N.O.S. (TRADE NAME ...., CONTAINS ....) ST3, CAT. Y		17
NOXIOUS LIQUID, NF, (9) N.O.S. (TRADE NAME ...., CONTAINS ....) ST3, CAT. Z		17
NOXIOUS LIQUID, F, (10) N.O.S. (TRADE NAME ...., CONTAINS ....) ST3, CAT. Z		17
NOXIOUS LIQUID, (11) N.O.S. (TRADE NAME ...., CONTAINS ....) CAT. Z		18
NON NOXIOUS LIQUID, (12) N.O.S. (TRADE NAME ...., CONTAINS ....) CAT. OS		18
Octadecan-1-o1	**ALCOHOLS (C14-C18), PRIMARY, LINEAR AND ESSENTIALLY LINEAR**	17
1-Octadecanol	**ALCOHOLS (C14-C18), PRIMARY, LINEAR AND ESSENTIALLY LINEAR**	17
OCTAMETHYLCYCLOTETRASILOXANE		17
Octanal (a)	**OCTYL ALDEHYDES**	17
OCTANE (ALL ISOMERS)		17
OCTANOIC ACID (ALL ISOMERS)		17
OCTANOL (ALL ISOMERS)		17
Octan-1-ol (a)	**OCTANOL (ALL ISOMERS)**	17
OCTENE (ALL ISOMERS)		17
Octic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
Octoic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
Octyl acetate	**N-OCTYL ACETATE**	17
N-OCTYL ACETATE		17
Octyl acrylate	**2-ETHYLHEXYL ACRYLATE**	17
Octyl adipate	**DI-(2-ETHYLHEXYL) ADIPATE**	17
Octyl alcohol (a)	**OCTANOL (ALL ISOMERS)**	17
OCTYL ALDEHYDES		17
Octylcarbinol	**NONYL ALCOHOL (ALL ISOMERS)**	17
OCTYL DECYL ADIPATE		17
Octyl decyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
Octylic acid (a)	**OCTANOIC ACID (ALL ISOMERS)**	17
Octyl nitrate	**ALKYL (C7-C9) NITRATES**	17
Octyl nitrates (all isomers)	**ALKYL (C7-C9) NITRATES**	17

Index Name	Product Name	Chapter
Octyl phthalate (a)	**DIALKYL (C7-C13) PHTHALATES**	17
Oenanthic acid	**N-HEPTANOIC ACID**	17
Oenanthylic acid	**N-HEPTANOIC ACID**	17
Oil of Mirbane	**NITROBENZENE**	17
Oil of Myrbane	**NITROBENZENE**	17
Oil of turpentine	**TURPENTINE**	17
Oil of vitriol	**SULPHURIC ACID**	17
Oil of wintergreen	**METHYL SALICYLATE**	17
Oleamine	**OLEYLAMINE**	17
OLEFIN-ALKYL ESTER COPOLYMER (MOLECULAR WEIGHT 2000+)		17
OLEFIN MIXTURE (C7-C9) C8 RICH, STABILISED		17
OLEFIN MIXTURES (C5-C7)		17
OLEFIN MIXTURES (C5-C15)		17
OLEFINS (C13+, ALL ISOMERS)		17
ALPHA-OLEFINS (C6-C18) MIXTURES		17
OLEIC ACID		17
OLEUM		17
OLEYLAMINE		17
OLIVE OIL		17
ORANGE JUICE (CONCENTRATED)		18
ORANGE JUICE (NOT CONCENTRATED)		18
Orthophosphoric acid	**PHOSPHORIC ACID**	17
Oxal	**GLYOXAL SOLUTION (40% OR LESS)**	17
Oxalaldehyde	**GLYOXAL SOLUTION (40% OR LESS)**	17
3-Oxapentane-1,5-diol	**DIETHYLENE GLYCOL**	18
1,4-Oxazinane	**MORPHOLINE**	17
2-Oxetanone	**BETA-PROPIOLACTONE**	17
Oxoacetic acid	**GLYOXYLIC ACID SOLUTION (50 % OR LESS)**	17
Oxoethanoic acid	**GLYOXYLIC ACID SOLUTION (50 % OR LESS)**	17
2,2'-Oxybis(1-chloropropane)	**2,2'-DICHLOROISOPROPYL ETHER**	17
2,2'-Oxybis(ethyleneoxy)diethanol	**TETRAETHYLENE GLYCOL**	17
2,2'-Oxybispropane	**ISOPROPYL ETHER**	17
2,2'-Oxydiethanol	**DIETHYLENE GLYCOL**	18
1,1'-Oxydipropan-2-ol	**DIPROPYLENE GLYCOL**	17
OXYGENATED ALIPHATIC HYDROCARBON MIXTURE		17
Oxymethylene	**FORMALDEHYDE SOLUTIONS (45% OR LESS)**	17
PALM ACID OIL		17
PALM FATTY ACID DISTILLATE		17
PALM KERNEL ACID OIL		17
PALM KERNEL FATTY ACID DISTILLATE		17
PALM KERNEL OIL		17
PALM KERNEL OLEIN		17
PALM KERNEL STEARIN		17
PALM MID-FRACTION		17
PALM OIL		17

Index Name	Product Name	Chapter
PALM OIL FATTY ACID METHYL ESTER		17
PALM OLEIN		17
PALM STEARIN		17
Paraffin	**PARAFFIN WAX**	17
Paraffin jelly	**PETROLATUM**	17
Paraffin scale	**PARAFFIN WAX**	17
n-Paraffins (C10-C20) (a)	**N-ALKANES (C10+)**	17
PARAFFIN WAX		17
PARALDEHYDE		17
PARALDEHYDE-AMMONIA REACTION PRODUCT		17
Pelargonic acid	**NONANOIC ACID (ALL ISOMERS)**	17
Pelargonic alcohol	**NONYL ALCOHOL (ALL ISOMERS)**	17
PENTACHLOROETHANE		17
Pentadecanol (a)	**ALCOHOLS (C13+)**	17
1-Pentadecene	**OLEFINS (C13+, ALL ISOMERS)**	17
Pentadec-1-ene (a)	**OLEFINS (C13+, ALL ISOMERS)**	17
1,3-PENTADIENE		17
Penta-1,3-diene	**1,3-PENTADIENE**	17
1,3-PENTADIENE (GREATER THAN 50%), CYCLOPENTENE AND ISOMERS, MIXTURES		17
Pentaethylene glycol (a)	**POLYETHYLENE GLYCOL**	17
PENTAETHYLENEHEXAMINE		17
Pentalin	**PENTACHLOROETHANE**	17
Pentamethylene	**CYCLOPENTANE**	17
2,2,4,6,6-Pentamethyl-4-heptanethiol (a)	**TERT-DODECANETHIOL**	17
Pentanal	**VALERALDEHYDE (ALL ISOMERS)**	17
Pentane (a)	**PENTANE (ALL ISOMERS)**	17
PENTANE (ALL ISOMERS)		17
Pentanedial solutions, 50% or less	**GLUTARALDEHYDE SOLUTIONS (50% OR LESS)**	17
n-Pentane (a)	**PENTANE (ALL ISOMERS)**	17
PENTANOIC ACID		17
N-PENTANOIC ACID (64%)/2-METHYL BUTYRIC ACID (36%) MIXTURE		17
tert-Pentanoic acid	**TRIMETHYLACETIC ACID**	17
1-Pentanol	**N-AMYL ALCOHOL**	17
Pentan-1-ol	**N-AMYL ALCOHOL**	17
2-Pentanol	**SEC-AMYL ALCOHOL**	17
Pentan-2-ol	**SEC-AMYL ALCOHOL**	17
3-Pentanol	**SEC-AMYL ALCOHOL**	17
Pentan-3-ol	**SEC-AMYL ALCOHOL**	17
1-Pentanol acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
n-Pentanol	**N-AMYL ALCOHOL**	17
sec-Pentanol	**SEC-AMYL ALCOHOL**	17
tert-Pentanol	**TERT-AMYL ALCOHOL**	17
2-Pentanone	**METHYL PROPYL KETONE**	18
Pentan-2-one	**METHYL PROPYL KETONE**	18

Index Name	Product Name	Chapter
Pentasodium diethylenetriaminepentaacetate solution	**DIETHYLENETRIAMINEPENTAACETIC ACID, PENTASODIUM SALT SOLUTION**	17
PENTENE (ALL ISOMERS)		17
Pent-1-ene (a)	**PENTENE (ALL ISOMERS)**	17
n-Pentene (a)	**PENTENE (ALL ISOMERS)**	17
Pentenes	**PENTENE (ALL ISOMERS)**	17
Pentyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
sec-Pentyl acetate (a)	**AMYL ACETATE (ALL ISOMERS)**	17
Pentyl alcohol	**N-AMYL ALCOHOL**	17
sec-Pentyl alcohol	**SEC-AMYL ALCOHOL**	17
tert-Pentyl alcohol	**TERT-AMYL ALCOHOL**	17
Pentyl propanoate	**N-PENTYL PROPIONATE**	17
N-PENTYL PROPIONATE		17
PERCHLOROETHYLENE		17
Perchloromethane	**CARBON TETRACHLORIDE**	17
Perhydroazepine	**HEXAMETHYLENEIMINE**	17
PETROLATUM		17
Petroleum jelly	**PETROLATUM**	17
Phene	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
Phenic acid	**PHENOL**	17
PHENOL		17
2-Phenoxyethanol	**ETHYLENE GLYCOL PHENYL ETHER**	17
Phenyl alkane(C10-C21)sulphonate (a)	**ALKYL SULPHONIC ACID ESTER OF PHENOL**	17
Phenylamine	**ANILINE**	17
N-Phenylaniline	**DIPHENYLAMINE (MOLTEN)**	17
N-Phenylbenzenamine	**DIPHENYLAMINE (MOLTEN)**	17
1-Phenylbutane (a)	**BUTYLBENZENE (ALL ISOMERS)**	17
2-Phenylbutane (a)	**BUTYLBENZENE (ALL ISOMERS)**	17
Phenyl carbinol	**BENZYL ALCOHOL**	17
Phenyl 'cellosolve'	**ETHYLENE GLYCOL PHENYL ETHER**	17
Phenyl chloride	**CHLOROBENZENE**	17
1-Phenyldecane (b)	**ALKYL(C9+)BENZENES**	17
1-Phenyldodecane	**ALKYL(C9+)BENZENES**	17
Phenylethane	**ETHYLBENZENE**	17
Phenyl ether	**DIPHENYL ETHER**	17
Phenylethylene	**STYRENE MONOMER**	17
1-(Phenylethyl)xylene	**1-PHENYL-1-XYLYL ETHANE**	17
Phenyl hydride	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
Phenyl hydroxide	**PHENOL**	17
Phenylic acid	**PHENOL**	17
Phenylmethane	**TOLUENE**	17
Phenylmethanol	**BENZYL ALCOHOL**	17
Phenylmethyl acetate	**BENZYL ACETATE**	17
1-Phenylpropane (a)	**PROPYLBENZENE (ALL ISOMERS)**	17
2-Phenylpropane (a)	**PROPYLBENZENE (ALL ISOMERS)**	17
2-Phenylpropene	**ALPHA-METHYLSTYRENE**	17

Index Name	Product Name	Chapter
1-Phenyltetradecane	**ALKYL(C9+)BENZENES**	17
1-Phenyltridecane	**ALKYL(C9+)BENZENES**	17
1-Phenylundecane	**ALKYL(C9+)BENZENES**	17
Phenylxylylethane	**1-PHENYL-1-XYLYL ETHANE**	17
1-PHENYL-1-XYLYL ETHANE		17
1-Phenyl-1-(2,5-xylyl)ethane (a)	**1-PHENYL-1-XYLYL ETHANE**	17
1-Phenyl-1-(3,4-xylyl)ethane (a)	**1-PHENYL-1-XYLYL ETHANE**	17
PHOSPHATE ESTERS, ALKYL (C12-C14) AMINE		17
L-alpha-Phosphatidyl choline	**LECITHIN**	18
N-(phosphonomethyl)glycine	**GLYPHOSATE SOLUTION (NOT CONTAINING SURFACTANT)**	17
PHOSPHORIC ACID		17
PHOSPHORUS, YELLOW OR WHITE		17
Phthalandione (molten)	**PHTHALIC ANHYDRIDE (MOLTEN)**	17
Phthalic acid anhydride (molten)	**PHTHALIC ANHYDRIDE (MOLTEN)**	17
Phthalic acid, diundecyl ester	**DIUNDECYL PHTHALATE**	17
PHTHALIC ANHYDRIDE (MOLTEN)		17
2-Picoline	**2-METHYLPYRIDINE**	17
3-Picoline	**3-METHYLPYRIDINE**	17
4-Picoline	**4-METHYLPYRIDINE**	17
alpha-Picoline	**2-METHYLPYRIDINE**	17
beta-Picoline	**3-METHYLPYRIDINE**	17
gamma-Picoline	**4-METHYLPYRIDINE**	17
Pimelic ketone	**CYCLOHEXANONE**	17
2-Pinene	**ALPHA-PINENE**	17
2(10)-Pinene	**BETA-PINENE**	17
ALPHA-PINENE		17
BETA-PINENE		17
PINE OIL		17
2-Piperazin-1-ylethylamine	**N-AMINOETHYLPIPERAZINE**	17
Piperylene	**1,3-PENTADIENE**	17
Piperylene concentrates (Mixed)	**1,3-PENTADIENE (GREATER THAN 50%), CYCLOPENTENE AND ISOMERS, MIXTURES**	17
Pivalic acid	**TRIMETHYLACETIC ACID**	17
Poly(oxyethylene)	**POLYETHER (MOLECULAR WEIGHT 1350+)**	17
Poly(oxyethyleneoxyethyleneoxyphthaloyl)	**DIETHYLENE GLYCOL PHTHALATE**	17
Poly(sodium carboxylatoethylene)	**SODIUM POLY(4+)ACRYLATE SOLUTIONS**	17
POLYACRYLIC ACID SOLUTION (40% OR LESS)		17
POLYALKYL (C18-C22) ACRYLATE IN XYLENE		17
POLYALKYLALKENAMINESUCCINIMIDE, MOLYBDENUM OXYSULPHIDE		17
POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER		17
POLY(2-8)ALKYLENE GLYCOL MONOALKYL (C1-C6) ETHER ACETATE		17
Poly (2-8) alkylene (C2-C3) glycols / Polyalkylene (C2-C10) glycol monoalkyl (C1-C4) ethers and their borate esters (a)	**BRAKE FLUID BASE MIX: POLY(2-8)ALKYLENE (C2-C3) GLYCOLS/POLYALKYLENE (C2-C10) GLYCOLS MONOALKYL (C1-C4) ETHERS AND THEIR BORATE ESTERS**	17
POLYALKYL (C10-C20) METHACRYLATE		17

Index Name	Product Name	Chapter
POLYALKYL (C10-C18) METHACRYLATE/ETHYLENE-PROPYLENE COPOLYMER MIXTURE		17
POLYALUMINIUM CHLORIDE SOLUTION		18
POLYBUTENE		17
POLYBUTENYL SUCCINIMIDE		17
POLY(2+)CYCLIC AROMATICS		17
POLYETHER (MOLECULAR WEIGHT 1350+)		17
POLYETHYLENE GLYCOL		17
Poly(4-12)ethylene glycol alkyl(C7-C11)phenyl ether	**NONYLPHENOL POLY(4+)ETHOXYLATE**	17
POLYETHYLENE GLYCOL DIMETHYL ETHER		17
POLY(ETHYLENE GLYCOL) METHYLBUTENYL ETHER (MW>1000)		17
Polyethylene glycols, mono(p-nonylphenyl) ether (b)	**ALKARYL POLYETHERS (C9-C20)**	17
Poly(ethylene oxide) (molecular weight 1350+) (a)	**POLYETHER (MOLECULAR WEIGHT 1350+)**	17
POLYETHYLENE POLYAMINES		17
POLYETHYLENE POLYAMINES (MORE THAN 50% C5 -C20 PARAFFIN OIL)		17
POLYFERRIC SULPHATE SOLUTION		17
Polyglucitol	**HYDROGENATED STARCH HYDROLYSATE**	18
POLYGLYCERIN, SODIUM SALT SOLUTION (CONTAINING LESS THAN 3% SODIUM HYDROXIDE)		18
Polyglycitol syrup	**HYDROGENATED STARCH HYDROLYSATE**	18
POLY(IMINOETHYLENE)-GRAFT-N-POLY (ETHYLENEOXY) SOLUTION (90% OR LESS)		17
POLYISOBUTENAMINE IN ALIPHATIC (C10-C14) SOLVENT		17
POLYISOBUTENYL ANHYDRIDE ADDUCT		17
Polyisobutylene	**POLY(4+)ISOBUTYLENE**	17
POLY(4+)ISOBUTYLENE		17
POLYMETHYLENE POLYPHENYL ISOCYANATE		17
POLYOLEFIN (MOLECULAR WEIGHT 300+)		17
POLYOLEFIN AMIDE ALKENEAMINE (C17+)		17
POLYOLEFIN AMIDE ALKENEAMINE BORATE (C28-C250)		17
POLYOLEFIN AMIDE ALKENEAMINE POLYOL		17
POLYOLEFINAMINE (C28-C250)		17
POLYOLEFINAMINE IN ALKYL (C2-C4) BENZENES		17
POLYOLEFINAMINE IN AROMATIC SOLVENT		17
POLYOLEFIN AMINOESTER SALTS (MOLECULAR WEIGHT 2000+)		17
POLYOLEFIN ANHYDRIDE		17
POLYOLEFIN ESTER (C28-C250)		17
POLYOLEFIN PHENOLIC AMINE (C28-C250)		17
POLYOLEFIN PHOSPHOROSULPHIDE, BARIUM DERIVATIVE (C28-C250)		17
Poly(oxyalkylene)alkenyl ether (MW>1000)	**POLY(ETHYLENE GLYCOL) METHYLBUTENYL ETHER (MW>1000)**	17
Poly(oxy-1,2-ethanediyl), alpha-(3-methyl-3-butenyl)-, omega-hydroxy-	**POLY(ETHYLENE GLYCOL) METHYLBUTENYL ETHER (MW>1000)**	17

Index Name	Product Name	Chapter
POLY(20)OXYETHYLENE SORBITAN MONOOLEATE		17
Poly(oxypropylene) (molecular weight 1350+) (a)	**POLYETHER (MOLECULAR WEIGHT 1350+)**	17
poly[(phenyl isocyanate)-alt-formaldehyde] (a)	**POLYMETHYLENE POLYPHENYL ISOCYANATE**	17
Poly[(phenyl isocyanate)-co-formaldehyde] (a)	**POLYMETHYLENE POLYPHENYL ISOCYANATE**	17
Poly[propene oxide]	**POLYETHER (MOLECULAR WEIGHT 1350+)**	17
Polypropylene	**POLY(5+)PROPYLENE**	17
POLY(5+)PROPYLENE		17
POLYPROPYLENE GLYCOL		17
POLYSILOXANE		17
Potash lye solution	**POTASSIUM HYDROXIDE SOLUTION**	17
Potassium chloride brine (<26%)	**POTASSIUM CHLORIDE SOLUTION (LESS THAN 26%)**	18
Potassium chloride drilling brine	**POTASSIUM CHLORIDE SOLUTION**	17
POTASSIUM CHLORIDE SOLUTION		17
POTASSIUM CHLORIDE SOLUTION (LESS THAN 26%)		18
POTASSIUM FORMATE SOLUTIONS		18
POTASSIUM HYDROXIDE SOLUTION		17
POTASSIUM OLEATE		17
POTASSIUM THIOSULPHATE (50% OR LESS)		17
Propanal	**PROPIONALDEHYDE**	17
Propan-1-amine	**N-PROPYLAMINE**	17
2-Propanamine	**ISOPROPYLAMINE**	17
1,2-Propanediol	**PROPYLENE GLYCOL**	18
Propane-1,2-diol	**PROPYLENE GLYCOL**	18
1,2-Propanediol cyclic carbonate	**PROPYLENE CARBONATE**	18
Propanenitrile	**PROPIONITRILE**	17
1,2,3-Propanetriol	**GLYCERINE**	18
Propane-1,2,3-triol	**GLYCERINE**	18
1,2,3-Propanetriol triacetate	**GLYCERYL TRIACETATE**	17
Propanoic acid	**PROPIONIC ACID**	17
Propanoic anhydride	**PROPIONIC ANHYDRIDE**	17
Propanol	**N-PROPYL ALCOHOL**	17
1-Propanol	**N-PROPYL ALCOHOL**	17
Propan-1-ol	**N-PROPYL ALCOHOL**	17
2-Propanol	**ISOPROPYL ALCOHOL**	18
Propan-2-ol	**ISOPROPYL ALCOHOL**	18
N-PROPANOLAMINE		17
3-Propanolide	**BETA-PROPIOLACTONE**	17
n-Propanol	**N-PROPYL ALCOHOL**	17
Propanone	**ACETONE**	18
2-Propanone	**ACETONE**	18
Propan-2-one	**ACETONE**	18
Propenamide solution, 50% or less	**ACRYLAMIDE SOLUTION (50% OR LESS)**	17
2-PROPENE-1-AMINIUM, N,N-DIMETHYL-N-2-PROPENYL-, CHLORIDE, HOMOPOLYMER SOLUTION		17
Propenenitrile	**ACRYLONITRILE**	17

Index Name	Product Name	Chapter
Propene oxide	**PROPYLENE OXIDE**	17
Propenoic acid	**ACRYLIC ACID**	17
2-Propenoic acid, homopolymer solution (40% or less)	**POLYACRYLIC ACID SOLUTION (40% OR LESS)**	17
1-Propenol-3	**ALLYL ALCOHOL**	17
2-Propen-1-ol	**ALLYL ALCOHOL**	17
Prop-2-en-1-ol	**ALLYL ALCOHOL**	17
Propenyl alcohol	**ALLYL ALCOHOL**	17
Propiolactone	**BETA-PROPIOLACTONE**	17
BETA-PROPIOLACTONE		17
PROPIONALDEHYDE		17
PROPIONIC ACID		17
Propionic aldehyde	**PROPIONALDEHYDE**	17
PROPIONIC ANHYDRIDE		17
PROPIONITRILE		17
beta-Propionolactone	**BETA-PROPIOLACTONE**	17
Propiononitrile	**PROPIONITRILE**	17
Propionyl oxide	**PROPIONIC ANHYDRIDE**	17
1-Propoxypropan-2-ol (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Propyl acetate	**N-PROPYL ACETATE**	17
N-PROPYL ACETATE		17
Propyl acetone	**METHYL BUTYL KETONE**	17
Propyl alcohol	**N-PROPYL ALCOHOL**	17
2-Propyl alcohol	**ISOPROPYL ALCOHOL**	18
N-PROPYL ALCOHOL		17
sec-Propyl alcohol	**ISOPROPYL ALCOHOL**	18
Propyl aldehyde	**PROPIONALDEHYDE**	17
Propylamine	**N-PROPYLAMINE**	17
N-PROPYLAMINE		17
PROPYLBENZENE (ALL ISOMERS)		17
n-Propylbenzene (a)	**PROPYLBENZENE (ALL ISOMERS)**	17
Propylcarbinol	**N-BUTYL ALCOHOL**	18
Propylene aldehyde	**CROTONALDEHYDE**	17
2,2'-[Propylenebis(nitrilomethylene)]diphenol in aromatic solvent	**ALKYL (C8-C9) PHENYLAMINE IN AROMATIC SOLVENTS**	17
PROPYLENE CARBONATE		18
Propylene chloride	**1,2-DICHLOROPROPANE**	17
Propylene dichloride	**1,2-DICHLOROPROPANE**	17
alpha,alpha'- (Propylenedinitrilo)di-o-cresol in aromatic solvent	**ALKYL (C8-C9) PHENYLAMINE IN AROMATIC SOLVENTS**	17
Propylene epoxide	**PROPYLENE OXIDE**	17
PROPYLENE GLYCOL		18
1,2-Propylene glycol	**PROPYLENE GLYCOL**	18
Propylene glycol n-butyl ether (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Propylene glycol ethyl ether (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Propylene glycol methyl ether (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
PROPYLENE GLYCOL METHYL ETHER ACETATE		17
PROPYLENE GLYCOL MONOALKYL ETHER		17

Index Name	Product Name	Chapter
Propylene glycol monobutyl ether (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Propylene glycol beta-monoethyl ether	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Propylene glycol monomethyl ether (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
PROPYLENE GLYCOL PHENYL ETHER		17
Propylene glycol propyl ether (a)	**PROPYLENE GLYCOL MONOALKYL ETHER**	17
Propylene glycol trimer	**TRIPROPYLENE GLYCOL**	17
1,2-Propylene glycol trimer	**TRIPROPYLENE GLYCOL**	17
PROPYLENE OXIDE		17
PROPYLENE TETRAMER		17
PROPYLENE TRIMER		17
Propylethylene (a)	**PENTENE (ALL ISOMERS)**	17
Propyl methyl ketone	**METHYL PROPYL KETONE**	18
N-Propyl-1-propanamine	**DI-N-PROPYLAMINE**	17
Pseudobutylene glycol	**BUTYLENE GLYCOL**	17
Pseudocumene	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
Pseudopinen	**BETA-PINENE**	17
Psuedopinene	**BETA-PINENE**	17
Pygas	**PYROLYSIS GASOLINE (CONTAINING BENZENE)**	17
PYRIDINE		17
Pyroacetic acid	**ACETONE**	18
Pyroacetic ether	**ACETONE**	18
PYROLYSIS GASOLINE (CONTAINING BENZENE)		17
Pyrolysis gasoline (steam-cracked naphtha)	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
Pyrolysis gasoline, containing 10% or more benzene	**BENZENE AND MIXTURES HAVING 10% BENZENE OR MORE (I)**	17
Pyromucic aldehyde	**FURFURAL**	17
RAPESEED OIL		17
RAPESEED OIL (LOW ERUCIC ACID CONTAINING LESS THAN 4% FREE FATTY ACIDS)		17
RAPE SEED OIL FATTY ACID METHYL ESTERS		17
RESIN OIL, DISTILLED		17
RICE BRAN OIL		17
ROSIN		17
SAFFLOWER OIL		17
Saturated fatty acid (C13 and above) (a)	**FATTY ACID (SATURATED C13+)**	17
SHEA BUTTER		17
Sludge acid	**SULPHURIC ACID, SPENT**	17
Soda ash solution	**SODIUM CARBONATE SOLUTION**	17
Soda lye solution	**SODIUM HYDROXIDE SOLUTION**	17
SODIUM ACETATE SOLUTIONS		18
Sodium acid sulphite solution (45% or less)	**SODIUM HYDROGEN SULPHITE SOLUTION (45% OR LESS)**	17
Sodium alkylbenzene sulphonate solution	**ALKYLBENZENE SULPHONIC ACID, SODIUM SALT SOLUTION**	17
SODIUM ALKYL (C14-C17) SULPHONATES (60-65% SOLUTION)		17
SODIUM ALUMINOSILICATE SLURRY		17

Index Name	Product Name	Chapter
Sodium aminoacetate solution	**GLYCINE, SODIUM SALT SOLUTION**	17
SODIUM BENZOATE		17
Sodium 1,3-benzothiazole-2-thiolate solution	**MERCAPTOBENZOTHIAZOL, SODIUM SALT SOLUTION**	17
Sodium 1,3-benzothiazol-2-yl sulphide solution	**MERCAPTOBENZOTHIAZOL, SODIUM SALT SOLUTION**	17
SODIUM BICARBONATE SOLUTION (LESS THAN 10%)		18
Sodium bichromate solution (70% or less)	**SODIUM DICHROMATE SOLUTION (70% OR LESS)**	17
Sodium bisulphide solution (45% or less)	**SODIUM HYDROSULPHIDE SOLUTION (45% OR LESS)**	17
SODIUM BOROHYDRIDE (15% OR LESS)/SODIUM HYDROXIDE SOLUTION		17
SODIUM BROMIDE SOLUTION (LESS THAN 50%) (*)		17
SODIUM CARBONATE SOLUTION		17
SODIUM CHLORATE SOLUTION (50% OR LESS)		17
Sodium cresylate solution	**CRESYLIC ACID, SODIUM SALT SOLUTION**	17
SODIUM DICHROMATE SOLUTION (70% OR LESS)		17
Sodium glycinate solution	**GLYCINE, SODIUM SALT SOLUTION**	17
Sodium hydrate solution	**SODIUM HYDROXIDE SOLUTION**	17
SODIUM HYDROGEN SULPHIDE (6% OR LESS)/SODIUM CARBONATE (3% OR LESS) SOLUTION		17
Sodium hydrogensulphide solution (45% or less)	**SODIUM HYDROSULPHIDE SOLUTION (45% OR LESS)**	17
SODIUM HYDROGEN SULPHITE SOLUTION (45% OR LESS)		17
SODIUM HYDROSULPHIDE/AMMONIUM SULPHIDE SOLUTION		17
SODIUM HYDROSULPHIDE SOLUTION (45% OR LESS)		17
SODIUM HYDROXIDE SOLUTION		17
SODIUM HYPOCHLORITE SOLUTION (15% OR LESS)		17
Sodium lignosulphonate	**LIGNINSULPHONIC ACID, SODIUM SALT SOLUTION**	17
Sodium methanolate	**SODIUM METHYLATE 21-30% IN METHANOL**	17
Sodium methoxide	**SODIUM METHYLATE 21-30% IN METHANOL**	17
SODIUM METHYLATE 21-30% IN METHANOL		17
Sodium methylcarbamodithioate	**METAM SODIUM SOLUTION**	17
Sodium N-methyldithiocarbamate	**METAM SODIUM SOLUTION**	17
Sodium methyldithiocarbamate solution	**METAM SODIUM SOLUTION**	17
SODIUM NITRITE SOLUTION		17
SODIUM PETROLEUM SULPHONATE		17
SODIUM POLY(4+)ACRYLATE SOLUTIONS		17
Sodium rhodanate solution (56% or less)	**SODIUM THIOCYANATE SOLUTION (56% OR LESS)**	17
Sodium rhodanide solution (56% or less)	**SODIUM THIOCYANATE SOLUTION (56% OR LESS)**	17
Sodium salt of sulphonated naphthalene - formaldehyde condensate	**NAPHTHALENESULPHONIC ACID-FORMALDEHYDE COPOLYMER, SODIUM SALT SOLUTION**	17
SODIUM SILICATE SOLUTION		17
SODIUM SULPHATE SOLUTIONS		18
SODIUM SULPHIDE SOLUTION (15% OR LESS)		17
SODIUM SULPHITE SOLUTION (25% OR LESS)		17

Index Name	Product Name	Chapter
Sodium sulphocyanate solution (56% or less)	**SODIUM THIOCYANATE SOLUTION (56% OR LESS)**	17
Sodium sulphocyanide solution (56% or less)	**SODIUM THIOCYANATE SOLUTION (56% OR LESS)**	17
Sodium tetrahydroborate (15% or less) / sodium hydroxide solution	**SODIUM BOROHYDRIDE (15% OR LESS)/SODIUM HYDROXIDE SOLUTION**	17
SODIUM THIOCYANATE SOLUTION (56% OR LESS)		17
Sodium tolyl oxides solution	**CRESYLIC ACID, SODIUM SALT SOLUTION**	17
'D-D Soil fumigant'	**DICHLOROPROPENE/DICHLOROPROPANE MIXTURES**	17
d-Sorbite solution	**SORBITOL SOLUTION**	18
SORBITOL SOLUTION		18
d-Sorbitol solution	**SORBITOL SOLUTION**	18
SOYABEAN OIL		17
Spirit of turpentine	**TURPENTINE**	17
Spirits of wine	**ETHYL ALCOHOL**	18
Stoddard solvent	**WHITE SPIRIT, LOW (15-20%) AROMATIC**	17
STYRENE MONOMER		17
Styrol	**STYRENE MONOMER**	17
Suberane	**CYCLOHEPTANE**	17
Sulfonic acid, alkane(C10-C21) phenyl ester (a)	**ALKYL SULPHONIC ACID ESTER OF PHENOL**	17
SULPHOHYDROCARBON (C3-C88)		17
SULPHOLANE		17
SULPHONATED POLYACRYLATE SOLUTION		18
SULPHUR (MOLTEN)		17
SULPHURIC ACID		17
Sulphuric acid, fuming	**OLEUM**	17
SULPHURIC ACID, SPENT		17
Sulphuric chlorohydrin	**CHLOROSULPHONIC ACID**	17
Sulphuric ether	**DIETHYL ETHER**	17
SULPHURIZED FAT (C14-C20)		17
SULPHURIZED POLYOLEFINAMIDE ALKENE (C28-C250) AMINE		17
SUNFLOWER SEED OIL		17
Sweet-birch oil	**METHYL SALICYLATE**	17
sym-Dichloroethane	**ETHYLENE DICHLORIDE**	17
sym-Dichloroethyl ether	**DICHLOROETHYL ETHER**	17
sym-Diisopropylacetone	**DIISOBUTYL KETONE**	17
sym-Dimethylethylene glycol	**BUTYLENE GLYCOL**	17
sym-Tetrachloroethane	**TETRACHLOROETHANE**	17
sym-Trioxane	**1,3,5-TRIOXANE**	17
TALL OIL, CRUDE		17
TALL OIL, DISTILLED		17
TALL OIL FATTY ACID (RESIN ACIDS LESS THAN 20%)		17
TALL OIL PITCH		17
TALLOW		17
TALLOW FATTY ACID		17
Tar acids (cresols)	**CRESOLS (ALL ISOMERS)**	17
Tar camphor	**NAPHTHALENE (MOLTEN)**	17

Index Name	Product Name	Chapter
Terephthalic acid, dibutyl ester	**DIBUTYL TEREPHTHALATE**	17
3,6,9,12-Tetraazatetradecamethylenediamine	**PENTAETHYLENEHEXAMINE**	17
3,6,9,12-Tetraazatetradecane-1,14-diamine	**PENTAETHYLENEHEXAMINE**	17
1,3,5,7-Tetraazatricyclo[3.3.1.13,7]decane	**HEXAMETHYLENETETRAMINE SOLUTIONS**	18
TETRACHLOROETHANE		17
1,1,2,2-Tetrachloroethane	**TETRACHLOROETHANE**	17
Tetrachloroethylene	**PERCHLOROETHYLENE**	17
1,1,2,2-tetrachloroethylene	**PERCHLOROETHYLENE**	17
Tetrachloromethane	**CARBON TETRACHLORIDE**	17
Tetradecan-1-o1	**ALCOHOLS (C14-C18), PRIMARY, LINEAR AND ESSENTIALLY LINEAR**	17
1-Tetradecanol	**ALCOHOLS (C14-C18), PRIMARY, LINEAR AND ESSENTIALLY LINEAR**	17
Tetradecene (a)	**OLEFINS (C13+, ALL ISOMERS)**	17
Tetradecylbenzene	**ALKYL(C9+)BENZENES**	17
TETRAETHYLENE GLYCOL		17
TETRAETHYLENE PENTAMINE		17
Tetraethyllead	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
Tetraethylplumbane	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
TETRAETHYL SILICATE MONOMER/OLIGOMER (20% IN ETHANOL)		18
3a,4,7,7a-Tetrahydro-3,5-dimethyl-4,7-methano-1H-indene	**METHYLCYCLOPENTADIENE DIMER**	17
TETRAHYDROFURAN		17
TETRAHYDRONAPHTHALENE		17
1,2,3,4-Tetrahydronapthalene	**TETRAHYDRONAPHTHALENE**	17
Tetrahydro-1,4-oxazine	**MORPHOLINE**	17
2H-Tetrahydro-1,4-oxazine	**MORPHOLINE**	17
Tetrahydro-2H-1,4-oxazine	**MORPHOLINE**	17
Tetrahydrothiophene-1-dioxide	**SULPHOLANE**	17
Tetrahydrothiophene 1,1-dioxide	**SULPHOLANE**	17
Tetralin	**TETRAHYDRONAPHTHALENE**	17
TETRAMETHYLBENZENE (ALL ISOMERS)		17
1,2,3,4-Tetramethylbenzene (a)	**TETRAMETHYLBENZENE (ALL ISOMERS)**	17
1,2,3,5-Tetramethylbenzene (a)	**TETRAMETHYLBENZENE (ALL ISOMERS)**	17
1,2,4,5-Tetramethylbenzene (a)	**TETRAMETHYLBENZENE (ALL ISOMERS)**	17
Tetramethylene cyanide	**ADIPONITRILE**	17
Tetramethylene dicyanide	**ADIPONITRILE**	17
Tetramethylene glycol (a)	**BUTYLENE GLYCOL**	17
Tetramethylene oxide	**TETRAHYDROFURAN**	17
Tetramethylenesulphone	**SULPHOLANE**	17
Tetramethyllead	**MOTOR FUEL ANTI-KNOCK COMPOUND (CONTAINING LEAD ALKYLS)**	17
Tetrapropylbenzene	**ALKYL(C9+)BENZENES**	17
Tetrapropylenebenzene	**DODECYLBENZENE**	17
Tetryl formate	**ISOBUTYL FORMATE**	17
4-thiapentanal	**3-(METHYLTHIO)PROPIONALDEHYDE**	17

Index Name	Product Name	Chapter
Thiophan sulphone	**SULPHOLANE**	17
Thiosulphuric acid, dipotassium salt (50% or less)	**POTASSIUM THIOSULPHATE (50% OR LESS)**	17
Titaniuim(IV) oxide slurry	**TITANIUM DIOXIDE SLURRY**	17
TITANIUM DIOXIDE SLURRY		17
TOLUENE		17
TOLUENEDIAMINE		17
2,4-Toluenediamine (a)	**TOLUENEDIAMINE**	17
2,6-Toluenediamine (a)	**TOLUENEDIAMINE**	17
TOLUENE DIISOCYANATE		17
2-Toluidine	**O-TOLUIDINE**	17
O-TOLUIDINE		17
Toluol	**TOLUENE**	17
o-Tolylamine	**O-TOLUIDINE**	17
2,4-Tolylenediamine (a)	**TOLUENEDIAMINE**	17
2,6-Tolylenediamine (a)	**TOLUENEDIAMINE**	17
Tolylenediisocyanate	**TOLUENE DIISOCYANATE**	17
2,4-Tolylene diisocyanate	**TOLUENE DIISOCYANATE**	17
m-Tolylene diisocyanate	**TOLUENE DIISOCYANATE**	17
Toxilic anhydride	**MALEIC ANHYDRIDE**	17
Treacle (a)	**MOLASSES**	18
Triacetin	**GLYOXAL SOLUTION (40% OR LESS)**	17
3,6,9-Triazaundecamethylenediamine	**TETRAETHYLENE PENTAMINE**	17
3,6,9-Triazaundecane-1,11-diamine	**TETRAETHYLENE PENTAMINE**	17
TRIBUTYL PHOSPHATE		17
1,2,3-TRICHLOROBENZENE (MOLTEN)		17
1,2,4-TRICHLOROBENZENE		17
1,1,1-TRICHLOROETHANE		17
1,1,2-TRICHLOROETHANE		17
beta-Trichloroethane	**1,1,2-TRICHLOROETHANE**	17
Trichloroethene	**TRICHLOROETHYLENE**	17
TRICHLOROETHYLENE		17
Trichloromethane	**CHLOROFORM**	17
1,2,3-TRICHLOROPROPANE		17
1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE		17
TRICRESYL PHOSPHATE (CONTAINING 1% OR MORE ORTHO-ISOMER)		17
TRICRESYL PHOSPHATE (CONTAINING LESS THAN 1% ORTHO-ISOMER)		17
TRIDECANE		17
TRIDECANOIC ACID		17
Tridecanol (a)	**ALCOHOLS (C13+)**	17
Tridecene (a)	**OLEFINS (C13+, ALL ISOMERS)**	17
Tridecoic acid	**TRIDECANOIC ACID**	17
TRIDECYL ACETATE		17
Tridecyl alcohol (a)	**ALCOHOLS (C13+)**	17
Tridecylbenzene	**ALKYL(C9+)BENZENES**	17
Tridecylic acid	**TRIDECANOIC ACID**	17

Index Name	Product Name	Chapter
Tridecylic acid (a)	**FATTY ACID (SATURATED C13+)**	17
Tri(dimethylphenyl) phosphate (all isomers)	**TRIXYLYL PHOSPHATE**	17
TRIETHANOLAMINE		17
TRIETHYLAMINE		17
TRIETHYLBENZENE		17
TRIETHYLENE GLYCOL		18
Triethylene glycol butyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Triethylene glycol ethyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Triethylene glycol methyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Triethylene glycol monobutyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
TRIETHYLENETETRAMINE		17
TRIETHYL PHOSPHATE		17
TRIETHYL PHOSPHITE		17
Triformol	**1,3,5-TRIOXANE**	17
Triglycol	**TRIETHYLENE GLYCOL**	18
Trihydroxypropane	**GLYCERINE**	18
Trihydroxytriethylamine	**TRIETHANOLAMINE**	17
TRIISOPROPANOLAMINE		17
TRIISOPROPYLATED PHENYL PHOSPHATES		17
TRIMETHYLACETIC ACID		17
TRIMETHYLAMINE SOLUTION (30% OR LESS)		17
TRIMETHYLBENZENE (ALL ISOMERS)		17
1,2,3-Trimethylbenzene (a)	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
1,2,4-Trimethylbenzene (a)	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
1,3,5-Trimethylbenzene (a)	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
2,6,6-Trimethylbicyclo[3.1.1]hept-2-ene	**ALPHA-PINENE**	17
Trimethylcarbinol	**TERT-BUTYL ALCOHOL**	17
1,1,3-Trimethyl-3-cyclohexene-5-one	**ISOPHORONE**	17
3,5,5-Trimethylcyclohex-2-enone	**ISOPHORONE**	17
3,5,5-Trimethylcyclohex-2-en-one	**ISOPHORONE**	17
TRIMETHYLOL PROPANE PROPOXYLATED		17
2,2,4-Trimethylpentane (a)	**OCTANE (ALL ISOMERS)**	17
2,2,4-TRIMETHYL-1,3-PENTANEDIOL DIISOBUTYRATE		17
2,2,4-Trimethylpentane-1,3-diol diisobutyrate	**2,2,4-TRIMETHYL-1,3-PENTANEDIOL DIISOBUTYRATE**	17
2,2,4-TRIMETHYL-1,3-PENTANEDIOL-1-ISOBUTYRATE		17
2,4,4-Trimethylpentene-1	**DIISOBUTYLENE**	17
2,4,4-Trimethylpent-1-ene	**DIISOBUTYLENE**	17
2,4,4-Trimethylpentene-2	**DIISOBUTYLENE**	17
2,4,4-Trimethylpent-2-ene	**DIISOBUTYLENE**	17
2,4,6-Trimethyl-1,3,5-trioxane	**PARALDEHYDE**	17
2,4,6-Trimethyl-s-trioxane	**PARALDEHYDE**	17
Trioxan	**1,3,5-TRIOXANE**	17
1,3,5-TRIOXANE		17

Index Name	Product Name	Chapter
5,8,11-Trioxapentadecane	**DIETHYLENE GLYCOL DIBUTYL ETHER**	17
3,6,9-Trioxaundecane	**DIETHYLENE GLYCOL DIETHYL ETHER**	17
Trioxymethylene	**1,3,5-TRIOXANE**	17
Tripropylene	**PROPYLENE TRIMER**	17
TRIPROPYLENE GLYCOL		17
Tripropylene glycol methyl ether (a)	**POLY(2-8)ALKYLENE GLYCOL MONOALKYL(C1-C6) ETHER**	17
Tris(dimethylphenyl) phosphate (all isomers)	**TRIXYLYL PHOSPHATE**	17
Tris(2-hydroxyethyl)amine	**TRIETHANOLAMINE**	17
2,4-D-tris(2-hydroxy-2-methylethyl)ammonium	**2,4-DICHLOROPHENOXYACETIC ACID, TRIISOPROPANOLAMINE SALT SOLUTION**	17
Tris(2-hydroxypropyl)amine	**TRIISOPROPANOLAMINE**	17
Tris(2-hydroxy-1-propyl)amine	**TRIISOPROPANOLAMINE**	17
Tris(2-hydroxypropyl)ammonium 2,4-dichlorophenoxyacetate solution	**2,4-DICHLOROPHENOXYACETIC ACID, TRIISOPROPANOLAMINE SALT SOLUTION**	17
Trisodium 2-[carboxylatomethyl(2-hydroxyethyl)amino] ethyliminodi(acetate) solution	**N-(HYDROXYETHYL)ETHYLENEDIAMINETRIACETIC ACID, TRISODIUM SALT SOLUTION**	17
Trisodium N-(carboxymethyl)-N'-(2-hydroxyethyl)-N,N'-ethylenediglycine solution	**N-(HYDROXYETHYL)ETHYLENEDIAMINETRIACETIC ACID, TRISODIUM SALT SOLUTION**	17
Trisodium N-(2-hydroxyethyl)ethylenediamine-N,N',N'-triacetate solution	**N-(HYDROXYETHYL)ETHYLENEDIAMINETRIACETIC ACID, TRISODIUM SALT SOLUTION**	17
Trisodium nitrilotriacetate solution	**NITRILOTRIACETIC ACID, TRISODIUM SALT SOLUTION**	17
Tritolyl phosphate, containing less than 1% ortho- isomer	**TRICRESYL PHOSPHATE (CONTAINING LESS THAN 1% ORTHO-ISOMER)**	17
Tritolyl phosphate, containing 1% or more ortho- isomer	**TRICRESYL PHOSPHATE (CONTAINING 1% OR MORE ORTHO-ISOMER)**	17
Trixylenyl phosphate	**TRIXYLYL PHOSPHATE**	17
TRIXYLYL PHOSPHATE		17
TUNG OIL		17
TURPENTINE		17
Turpentine oil	**TURPENTINE**	17
Turps	**TURPENTINE**	17
Type A Zeolite slurry (a)	**SODIUM ALUMINOSILICATE SLURRY**	17
1-Undecanecarboxylic acid	**LAURIC ACID**	17
N-Undecane (a)	**N-ALKANES (C10+)**	17
UNDECANOIC ACID		17
Undecan-1-ol	**UNDECYL ALCOHOL**	17
1-UNDECENE		17
Undec-1-ene	**1-UNDECENE**	17
UNDECYL ALCOHOL		17
Undecylbenzene	**ALKYL(C9+)BENZENES**	17
Undecylic acid	**UNDECANOIC ACID**	17
n-Undecylic acid	**UNDECANOIC ACID**	17
uns-Trimethylbenzene (a)	**TRIMETHYLBENZENE (ALL ISOMERS)**	17
unsym-Trichlorobenzene	**1,2,4-TRICHLOROBENZENE**	17
UREA/AMMONIUM NITRATE SOLUTION		17
UREA/AMMONIUM NITRATE SOLUTION (CONTAINING LESS THAN 1% FREE AMMONIA)		17
UREA/AMMONIUM PHOSPHATE SOLUTION		17
UREA SOLUTION		17

Index Name	Product Name	Chapter
Valeral	**VALERALDEHYDE (ALL ISOMERS)**	17
VALERALDEHYDE (ALL ISOMERS)		17
n-Valeraldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
Valerianic acid	**PENTANOIC ACID**	17
Valeric acid	**PENTANOIC ACID**	17
n-Valeric acid	**PENTANOIC ACID**	17
Valeric aldehyde	**VALERALDEHYDE (ALL ISOMERS)**	17
Valerone	**DIISOBUTYL KETONE**	17
VEGETABLE ACID OILS (M)		17
VEGETABLE FATTY ACID DISTILLATES (M)		17
VEGETABLE PROTEIN SOLUTION (HYDROLYSED)		18
Vinegar acid	**ACETIC ACID**	17
Vinegar naphtha	**ETHYL ACETATE**	17
VINYL ACETATE		17
Vinylbenzene	**STYRENE MONOMER**	17
Vinylcarbinol	**ALLYL ALCOHOL**	17
Vinyl cyanide	**ACRYLONITRILE**	17
vinyl ethanoate	**VINYL ACETATE**	17
VINYL ETHYL ETHER		17
Vinylformic acid	**ACRYLIC ACID**	17
VINYLIDENE CHLORIDE		17
VINYL NEODECANOATE		17
VINYLTOLUENE		17
Vinyltoluene (all isomers)	**VINYLTOLUENE**	17
Vinyl trichloride	**1,1,2-TRICHLOROETHANE**	17
Vitriol brown oil	**SULPHURIC ACID**	17
WATER		18
Water glass solutions	**SODIUM SILICATE SOLUTION**	17
WAXES		17
White bole	**KAOLIN SLURRY**	18
White caustic solution	**SODIUM HYDROXIDE SOLUTION**	17
WHITE SPIRIT, LOW (15-20%) AROMATIC		17
White tar	**NAPHTHALENE (MOLTEN)**	17
Wine (a)	**ALCOHOLIC BEVERAGES, N.O.S.**	18
Wintergreen oil	**METHYL SALICYLATE**	17
Wood alcohol	**METHYL ALCOHOL**	17
WOOD LIGNIN WITH SODIUM ACETATE/OXALATE		17
Wood naphtha	**METHYL ALCOHOL**	17
Wood spirit	**METHYL ALCOHOL**	17
XYLENES		17
XYLENES/ETHYLBENZENE (10% OR MORE) MIXTURE		17
XYLENOL		17
Xylenol (all isomers)	**XYLENOL**	17
2,3-Xylenol (a)	**XYLENOL**	17
2,4-Xylenol (a)	**XYLENOL**	17

Index Name	Product Name	Chapter
2,5-Xylenol (a)	**XYLENOL**	17
2,6-Xylenol (a)	**XYLENOL**	17
3,4-Xylenol (a)	**XYLENOL**	17
3,5-Xylenol (a)	**XYLENOL**	17
Xylols	**XYLENES**	17
ZINC ALKARYL DITHIOPHOSPHATE (C7-C16)		17
ZINC ALKENYL CARBOXAMIDE		17
ZINC ALKYL DITHIOPHOSPHATE (C3-C14)		17
Zinc bromide drilling brine	**DRILLING BRINES (CONTAINING ZINC SALTS)**	17
z-Octadec-9-enamine	**OLEYLAMINE**	17
(Z)-Octadec-9-enoic acid	**OLEIC ACID**	17
Z-Octadec-9-enoic acid	**OLEIC ACID**	17
(Z)-Octadec-9-enylamine	**OLEYLAMINE**	17