



U.S. Department
of Transportation

**Pipeline and Hazardous
Materials Safety Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

JUL 31 2006

Mr. Thomas J. Leech, III
Dangerous Goods Administration
FedEx Express
3670 Hacks Cross Rd.
Building G, 2nd Floor
Memphis, TN 38125-9900

Ref. No. 06-0156

Dear Mr. Leech;

This is in response to your letter requesting clarification of the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180) pertaining to the Hazardous Material Incident Report Form (DOT F 5800.1). You asked for clarification of Item 27 of the form regarding the appropriate figures to be entered for "Package Capacity" and "Amount in the Package." Specifically, you ask whether "Package Capacity" refers to the design capacity of the outer package or the capacity of the inner packages, and if there is no capacity marking on the package, whether the amount of hazardous materials should be entered in place of the package capacity. You also asked whether the actual number of inner packages being shipped should be entered, or whether the entry should represent the capacity of the outer package.

As described in the "Guide for Preparing Hazardous Materials Incident Reports," under "Instructions" on page 6 and "Packaging Information" on page 2 of Part III, you must indicate the capacity, amount of hazardous material, total number of packages, and number of packages that failed. This information should be entered for both inner and outer packages. Item #27 contains separate columns for inner packages and outer packages and all information should be entered in the appropriate columns and categories.

"Package Capacity" means the amount a package is capable of containing when full, regardless of the actual number of inner packages (with respect to combination packages) or amount of hazardous materials (with respect to inner packages). The capacity should be indicated by units of measurement (liter, gallons, pounds, etc.). If the packages do not



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have the marked capacity, you must make that determination for purposes of completing the incident report form. For a non-bulk, IBC, or non-specification packaging, Item 26B would be filled in if the marking is incomplete, destroyed, or unknown.

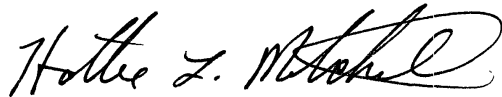
“Amount in Package” means the actual amount of hazardous materials in the package. For example, if a shipment contains five outer packages with each outer package containing four inner packages of six liters of hazardous material, the entry for the outer package column would be 24 liters, and the entry for inner package column would be six liters.

“Number in Shipment” means the total number of packages, both failed and unaffected, that were being transported. Continuing with the above example, the entry for the outer package column would be five and the entry for the inner package column would be 20.

“Number Failed” means the number of packages that were damaged or otherwise failed. Still using the above example, if two inner packages in the same outer package failed, the entry for the outer package column would be one and the entry for the inner package column would be two.

I hope this information is helpful. Please contact this office should you have additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Hattie L. Mitchell". The signature is fluid and cursive, with the first name being the most prominent.

Hattie L. Mitchell
Chief, Regulatory Review and Reinvention
Office of Hazardous Materials Standards



McIntyre
8/17/16
HM Incident Reports
06-0156

Corporate Safety
3670 Hacks Cross Road
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Telephone 901.434.9556
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July 10, 2006

Mr. Edward T. Mazzullo
Director, Office of Hazardous Materials Standards
U.S. DOT/PHMSA (PHH-10)
400 7th Street S.W.
Washington, D.C. 20590-0001

RE: Hazardous Materials Incident Report – Request for Clarification

Dear Mr. Mazzullo:


I would like to request clarification regarding the completion of the package capacity and quantity elements of the Hazardous Material Incident Report (Form DOT F 5800.1-2004). Item 27 requests information on the Package Capacity for a Single Package or Outer Package and for a Single Package or Inner Packaging. Is the Package Capacity the package design capacity where available (e.g. a UN 4G/X145/S/...) or the capacity of the containers in the package (e.g. 1 Fibreboard box x 16 L). In this example, is the Package Capacity 145 kg or 16L? Also, what value for Package Capacity is required if the package does not have the required UN Specification Markings? In other words, if we know the package contains 16L, but do not know the package design capacity, should we indicate 16L for the Package Capacity and for the Amount in the Package?

For Inner Packaging, is the Package Capacity based on the number of inner containers that can be loaded (e.g. contains four slots for four 1L containers, but only has three 1L containers in three slots in the box), or the package design capacity (e.g. a UN 4G/X145/S/...)? In this example, is the Package Capacity 145 kg or 4L?

It appears that the Number in Shipment is referring to the total number of packages shipped and not just the package involved in the incident (e.g. 10 packages shipped and 1 failed). Although the other 9 packages were not affected or damaged, is the intent of the report to list all packages sent with the consignment? If that is the intent, then for an Inner Package, should the shipment list the total number of inner containers in the entire shipment or just the number in the affected shipment (e.g. 10 outer packages with 4 x 1L in each and one of those packages with 2 damaged containers inside)? In this example, is the Number in Shipment 40 or 4?

Thanks in advance for clearing up this matter. Please contact me at 901.434.9846 if you have any questions related to this inquiry.

Sincerely,

Handwritten signature of Thomas J. Leech, III in cursive script.

Thomas J. Leech, III
Sr. Safety Specialist
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