



Bulletin No. 10

(This bulletin replaces Bulletin No. 9) | Effective May 01, 2026

I. Intermodal Terminals Services Agreement

This official statement and the rules contained herein apply to all intermodal traffic in containers, chassis, or trailers that originate and/or are destined to Intermodal Terminals Operated by CPKCM and/or Private Intermodal Terminals interchanged by CPKCM.

Additionally, Shippers will also be required to comply with the Prices and Tariffs, complementary services published on the CPKCM website: <https://www.cpkcm.com/es/recursos-para-clientes/precios-y-tarifas>, which includes, among other documents, the most recent versions of:

- General Handling Tariffs and Services at Intermodal Terminals operated by CPKCM.

The Shipper must always maintain balance in the movement of its Intermodal Equipment to/from an Intermodal Terminal to ensure optimal flow of intermodal railcars; an imbalance in movement may cause special tariffs, delays in rail services, or conditioning of service.

II. Definitions

The following definitions are applicable throughout this document.

- **Intermodal Terminal Operated by CPKCM (ITOC)**, any Intermodal Terminal owned and operated by CPKCM or any of its subsidiaries, including: Salinas Victoria, N.L., Interpuerto, S.L.P., Puerta Mexico, EDOMEX.
- **Private Intermodal Terminals (PIT)**- Any Intermodal Terminal not owned or operated by CPKCM or its subsidiaries. Private Terminals may or may not be open to the public.
 - o **Open to the Public**, any PIT where services may be offered to any customer. These include but are not limited to:
 - APM Cuautitlan
 - Pantaco – CPKCM rail transportation includes primary handling
 - Querétaro SID
 - Ferroservicios
 - Terminal Amigo
 - Hidalgo TILH
 - All Mexican port terminals
 - o **Not Open to the Public**, any PIT where services inside the terminal are only offered to certain customers. Includes but is not limited to:



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- Pesqueria – KIA plant
 - Encantada – Stellantis plant
 - Rojas – General Motors plant
 - Silao – General Motors plant
- **Primary Handling-** Within an ITOC, the first handling generated when unloading the railcar (ITOC destination) or the handling performed before the container is loaded onto the railcar (ITOC origin).
 - **Secondary Handling-** Any loading/unloading handling inside the ITOC that is not the primary handling at origin or destination.
 - **Dray-** the movement of a unit inside the ITOC from one parking area to another.

III. General Operation Rules (GOR)

1. General Rules

1.1. ITOCs and PIT's must only consider Intermodal Equipment in the load plan according to the following requirements:

Requirements to Schedule the Transportation of Intermodal Equipment					
Destination	Bill of Lading	Pedimento Mexican Custom	U.S. Entry number	QP Bond	In-Bond
Domestic	✓	N/A	N/A	N/A	N/A
Domestic (Bonded area)**	✓	✓	N/A	N/A	N/A
USA	✓	✓	✓	N/A	✓*
Canadá	✓	✓	N/A	✓	✓*

* For containers moving in In-Bond modality, the Entry Number is not required; approval is required from CPKC's Risk Department if the bond used is CPKC's. Otherwise, any entity with a CBP bond may use its own bond.

** For shipments originating from port terminals requiring entry into a bonded facility at destination, a T3 pedimento is required.

1.2. The Shipper must ensure cargo does not exceed the maximum weight capacity of the Equipment Owner. CPKCM will not accept Intermodal Equipment exceeding 27.2 metric tons (60,000 lbs) gross weight for 20, 40, and 53-foot containers. The Gross weight means the combine weight of the intermodal equipment (tare) plus its merchandise weight.



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1.3. 20' containers, including ISO tanks, must be tendered in pairs. Containers not presented in pairs will be held until another matching 20' container to the same destination is available to fill the railcar well. CPKCM is not responsible for additional costs (storage, customs clearance, etc.).

1.4. For shipments containing metal coils or scrap, proper securing and intermodal load positioning is crucial to ensure the safety and efficiency of freight transportation. This involves the correct distribution and fastening of the load inside the containers, using appropriate packaging and securing materials to prevent damage during transit. For more information, please contact our CPKCM damage prevention team.

1.5. Failure to comply with cross-border documentation / waybill requirements will result in penalties determined by the CPKCM public tariff. Any and all fines imposed by Mexican Customs and/or U.S. Customs on CPKCM / CPKCR will be passed onto the Shipper.

1.6. If a shipment is held at the border, the Shipper is responsible for any charges, costs, expenses, duties, taxes, and fees associated with the release of the shipment by Customs or any government agency. Additionally, the Shipper is responsible for any charges resulting from delay, detention, switching, loading, drayage, and storage of the cargo at the border.

1.7. If for any reason, due to the Shipper's actions, a railcar bound for the United States or Mexico must be cut from the train at the border rail bridge and/or the CPKCM rail network (due to incorrect documentation/waybill, illegal goods/contraband, shifted load, intensive customs inspection, etc.), all fines generated will be imposed on the Shipper in addition to the penalty stipulated in the current tariff for each container set out from the flatcar, plus the daily charge until the flatcar is released for the next available train movement.

1.8. If for any reason the Shipper requests that intermodal equipment be unloaded from the train before reaching its final destination, all related fines will be imposed, in addition to the penalty in the current tariff for the corresponding railcar switch, and the charge for correcting the waybill for each container unloaded from the train before its original destination. CPKCM does not guarantee that the request will be accepted or that intermodal equipment can be set out from the train while it is in transit to the final destination.

1.9. Cancellation of the waybill will not be permitted under any circumstances once the intermodal equipment has been scheduled into the load plan or already loaded onto the railcar.

1.10. The Shipper must verify that the origin/destination Intermodal Terminal has the proper permits for handling hazardous materials, including hazardous waste and substances (where movement of such materials is not restricted). If the Shipper does not perform this verification, the Shipper shall hold CPKCM harmless and reimburse all fines and/or penalties generated.

1.11. The Shipper must comply with the regulations governing the transportation of hazardous materials and/or hazardous waste and substances (when the movement of such materials is not restricted), and when a hazardous material is shipped, it must be precisely and clearly identified on the shipping documents by the proper shipping name, hazard class, and UN/NA number. The Shipper is also required to label the appropriate hazardous material placards. If the Shipper fails to comply with the above requirements, the Shipper shall hold CPKCM harmless and reimburse all costs, damages, penalties, and other liabilities incurred by CPKCM in the event the product is spilled or released from the shipping package into the environment for any reason. The Shipper must also include on the bill of lading the safety contact number in case of an emergency and/or accident.



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1.12. Shipments that exceed the dimensional limits authorized by AAR railroads and CPKCM will not be accepted.

1.13. CPKCM will not accept Intermodal Equipment containing restricted hazardous materials and/or hazardous waste. The Shipper shall comply with CPKCM's Published Rules (see Annex A).

2. GOR Applied to CPKCM Operated Terminals (ITOC)

Within CPKCM's transportation rates for shipments with destination/origin at the ITOCs, the following are included: standard platform switching (excluding switching requested by customs or due to a destination change), primary lift, gate interchange services, chassis inventory for containers controlled by the railroad whether owned or leased (privately owned assets are excluded), and other services related to intermodal operations.

CPKCM is responsible for the safety of the cargo/merchandise while the Intermodal Equipment is within the ITOCs. Users must comply with the ITOC rules, policies, and tariffs regarding free time, daily storage fees, extra handlings charges, drayage, and chassis-use charges.

For any container ingated on the ITOC, the carrier is required to have a chassis or flatbed in good working condition and must use a locking mechanism to secure the container. Other mechanisms to secure containers, such as chains or any unsafe device, will not be permitted.

CPKCM enforces the "No Waybill – No Ingate" policy at all ITOC gates. Shippers are responsible for providing CPKCM with all required waybill information before the Shipper's trucking company attempts to enter the intermodal equipment into the ITOC. All units without waybills will be rejected at the gate. Exceptions:

- For private chassis fleets entering for license-plate renewal without a container, ingate will only be allowed if a prior written agreement exists.
- For empty TMXU and CPPU equipment, a waybill is not required.

2.1. ITOC Gate Operation Hours

- Salinas Victoria – 24/7
- Interpuerto – 24/7
- Puerta México – Monday to Friday 24 hrs; Saturday until 23:00; Sunday opening at 23:00

*On December 25th and January 1st, gate hours may be reduced. Any changes will be communicated in advance through our Customer Service team.



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2.2. Operation Hours: Bonded Areas

Hours are based on Mexico's time zone ("CST"), which varies slightly from the U.S. during the Daylight-Saving Time ("DST") transitions in spring and fall.

- Salinas Victoria: Monday to Friday 9:00–18:00; Saturdays 10:00–12:00
- Interpuerto: Monday to Friday 9:00–19:00; Saturdays 10:00–13:00
- Puerta México: Monday to Friday 9:00–17:00; Saturdays 9:00–14:00

These schedules are subject to change as published by Mexican Customs Daily Federal Official. CPKCM is not responsible for the operating hours mentioned above.

Note: Mexico Customs does not operate on Sundays at any Bonded Area within terminals operated by CPKCM.

2.3. Storage: Free Time and Rates

Payment of storage charges must be defined and agreed upon with CPKCM prior to shipment. For a "non-guaranteed" Shipper, payment must be made before equipment is outgated from the terminal. If storage charges remain unpaid for a "non-guaranteed" Shipper, Intermodal Equipment will not be allowed to outgate from the ITOC.

At the ITOCs, the free storage time for loaded or empty intermodal equipment (containers, trailers, chassis, or iso-tanks) located within the terminal are as follows:

2.3.1. Free days starting from the first notification.

The free storage days granted by the ITOCs are 5 days, and they begin from the first notification ("PNTF" for its initials in English) sent to the Shipper/notification contact after the train unloading or unloading event ("DRMP" for its initials in English).

Arrival of the equipment on ITOC	Notification day plus 5 natural days (includes weekends and holidays)
If ingate (IGAT) is on: Monday Tuesday Wednesday Thursday Friday Saturday Sunda	Then the Free Time will end at 23:59 on: Saturday Sunday Monday Tuesday Wednesday Thursday Friday



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Note: The Notification is scheduled to be sent at the time of the train unload. Notifications will be sent via EDI or email to the contacts designated by the Shipper according to the pre-established waybill information. Any issue regarding non-receipt of notifications must be communicated to the CPKC Customer Service team (in Mexico: cscautointer@cpkcm.mx; in the U.S.: customer_service@cpkcr.com) as soon as possible to update the information. It is the Shipper's responsibility to ensure valid shipment data in the waybill or EDI submission. Notifications will be sent daily until the unit is successfully removed from the ITOC

2.3.2. Free Days in Bonded Areas for Export Containers

To facilitate the timely processing of customs documentation, CPKCM allows up to 14 free storage days in the Bonded Area of the ITOC for customs clearance prior to loading the intermodal equipment onto a railcar bound for the United States or Canada.

Free time is constantly monitored to ensure appropriate handling of Intermodal Equipment at the ITOCs in relation to available space in the Bonded Area and chassis utilization. Additionally, after 15 days, the customs pedimento expires (becomes "extemporáneo"), and as a result, the customs broker assigned by the Shipper is responsible for reprocessing the documentation with the destination Customs office. CPKCM will not add the Intermodal Equipment to the load plan until the customs broker notifies Nuevo Laredo Customs that the pedimento has been changed to "extemporaneo" in order to obtain an extension, and must provide a stamped copy of the official document submitted to Nuevo Laredo Customs.

For Intermodal Equipment coming from Lazaro Cardenas destined for the Bonded Areas of the ITOCs (T3), the customs pedimento expires after 15 days from the release stamp. After this period, the origin Customs Broker must notify the destination Customs office to obtain additional extension days for final release. **Note:** These changes may generate additional charges requested by CPKCM for modifying waybills and/or administrative processing.

Outgate of Intermodal Equipment on CPKCM Terminal	Ingate date plus 14 natural days. (includes weekends and holidays)
If ingate (IGAT) is on: Monday Tuesday Wednesday Thursday Friday Saturday Sunday	Then the Free Time will end at 23:59 on: Second Monday after ingate Second Tuesday after ingate Second Wednesday after ingate Second Thursday after ingate Second Friday after ingate Second Saturday after ingate Second Sunday after ingate



2.3.3. Storage Rates for Private/Leased Equipment

Once the last free day has been exceeded, a storage charge will apply according to the current tariff.

As of January 21, 2021, with the implementation of the new CPKCM storage program, the Shipper's storage agreement with CPKCM requires defining payment terms for each ITOC. The Shipper may choose to request credit (or extend current credit used for "line-haul" rail transportation charges) and "guarantee" payment for storage at a given ITOC; this means the units will be allowed to exit without payment, and the Shipper may elect to be invoiced and pay under the agreed credit terms.

Alternatively, if the Shipper does not request credit, the Intermodal Equipment will be considered "non-guaranteed," and the Shipper must pay for storage calculated for each Intermodal Equipment unit located within the ITOCs before outgate. A "non-guaranteed Shipper" may be a CPKCM rail customer, or a trucking company, customs broker, cargo owner/beneficiary, or another logistics entity. CPKCM requires "non-guaranteed" customers to pay via MyKCS or by bank transfer to CPKCM or its subsidiaries.

Note: A unit may only be marked "guaranteed" if the customer has an established credit line with CPKCM; otherwise, payment is required before exit. If a unit is marked "guaranteed" in the system, it means the customer agrees to be invoiced and to pay the corresponding charges.

Storage charges are calculated independently from any other charges for additional services, including but not limited to: secondary lift charges (see section 2.4), chassis-change charges, per-diem, chassis-usage charges, or drayage. CPKCM or any subsidiary owning/operating an intermodal terminal will issue an invoice to the Shipper for every Intermodal Equipment unit that incurred storage. These charges are system-generated overnight, one day after the equipment exits the terminal.

CPKCM does not provide assistance or information regarding storage policies at Private Intermodal Terminals.

2.3.4. Abandoned Equipment

If Intermodal Equipment exceeds more than 60 calendar days of dwell time in the ITOC from the entry or unloading date, it will be considered "abandoned." Regardless of whether the unit is loaded/empty or located on the ground or on a chassis, Intermodal Operations and the CPKCM Legal team will formally notify the Customer who generated the waybill about the abandonment (which may differ from the Shipper). Once considered abandoned, CPKCM will proceed according to the Commercial Code, Articles 603 and 604. Any expense incurred by CPKCM to destroy the abandoned product will be charged to the Shipper.



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2.4. Charges for extra handlings or Drayage

Primary handles are included in the transportation rates when the service originates or terminates at an ITOC. Any handle beyond the primary handle generates an additional cost that must be covered by the Shipper.

Extra handles or drayage will apply according to the current tariff.

2.5. Blume Global Rail – Controlled Container Charges – TMXU, CPPU and CSXU Program

CPKCM has authorized Blume Global to administer, invoice, and collect from Shippers the charges related to the TMXU, CPPU8 and CSXU,

There are several charges associated with the containers, including but not limited to:

- Per-Diem container usage.
- Storage.
- Reservation related charges.
- Cross-Overs

Details can be found at <https://www.blumeglobal.com/> for customers who are registered to use Blume container programs.

TMXU, CPPU"8" and CSXU will be available for Shippers using intermodal service originating at the ITOCs. To ensure availability and meet service needs, a reservation must be created on the Blume Global portal.

CPKCM will not grant per-diem free days for TMXU, CPPU"8" and CSXU equipment. Shippers will be charged for equipment use from the moment it is picked up from the terminal until the loaded unit is returned to a CPKCM operated terminal (including weekends and holidays). Additional storage charges may also apply (see Section 2.3).

Daily equipment usage rates are specified in the current tariff on Blume Global's website.

For billing inquiries, contact Blume Global at: response@blumeglobal.com

2.6. Intermodal Equipment Outside the ITOCs (container, chassis, trailer)

- 2.6.1.** All equipment located outside the ITOCs is the exclusive responsibility of the Shipper/Consignee who outgate it.
- 2.6.2.** The Shipper's/Consignee's motor carrier is responsible for returning the Intermodal Equipment empty, clean, and free of any residue or materials. Otherwise, it will be rejected at the gate.



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- 2.6.3.** If the Intermodal Equipment does not have a hazardous-materials waybill, then the unit must not display any hazardous-materials placarding.
- 2.6.4.** In cases of total loss, theft, or government seizure, the Shipper is responsible for paying the DV (Depreciated Value) and any associated legal costs of any intermodal equipment managed by CPKCM.
- 2.6.5.** Any damage detected during interchange at the ITOC gate will be recorded on the J-1 (EIR) form. Damages will be billed to the motor carrier designated by the Shipper in accordance with AAR guidelines.
- 2.6.6.** Failure to pay may result in suspension of motor carrier access to any ITOC. The Shipper/Consignee will also be jointly responsible for unpaid invoices generated by the motor carrier. Upon arriving at the ITOC interchange gate, the motor carrier must notify gate personnel of any pre-existing damage. During inbound interchange, the motor carrier must also open the Intermodal Equipment doors so the interior can be inspected. Gate personnel will inspect both the interior and exterior (for empty units) and record any damage in the J-1 (EIR). A printed copy of the J-1 will be provided to the motor carrier once the process is complete.
- 2.6.7.** Motor carriers are responsible for unlocking chassis locking mechanisms during gate entry at a TIOC.

2.7. Repairs/Maintenance of Private Equipment at ITOCs

Repairs or maintenance of the Shipper's private Intermodal Equipment (not managed by CPKCM) will be handled as follows:

- 2.7.1.** The Shipper is responsible for performing repairs per AAR rules, whether due to motor carrier-caused damage or owner responsibility, for:
 - All owned or leased Shipper chassis, whether empty or mounted on a container.
 - All Intermodal Equipment owned or leased by the Shipper and received via a foreign railcar, a railcar from a Private Terminal, or through the gate at a CPKCM operated Terminal.
- 2.7.2.** CPKCM will only be responsible for paying damages to the Shipper/equipment owner as specified in AAR rules if the damage is not recorded on the J-1 and/or J-2. CPKCM is not responsible for hidden damage. The Shipper must obtain an approved purchase order (PO) from CPKCM before any repairs. The equipment owner has ten (10) calendar days from entry into a CPKCM Terminal (by train or gate) to request the PO with repair amounts. After the tenth day, CPKCM will no longer be responsible for motor carrier-caused damage. CPKCM will respond to PO requests within three (3) calendar days.
- 2.7.3.** CPKCM is not responsible for repairs required while the Shipper's Intermodal Equipment is in possession of a third party, including motor carriers, Private Terminals, or foreign railways.



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- 2.7.4.** CPKCM is not responsible for damage to trailers that are not equipped with plates/pedestals.
- 2.7.5.** CPKCM is responsible for AAR standard repairs or damage resulting from accidents occurring while the Intermodal Equipment is in the possession of CPKCM lines or CPKCM operated terminals attributable to improper operation.
- 2.7.6.** Depreciated Value (DV) calculations: aluminum trailers and containers have a 15-year useful life with a 10% residual value; steel chassis and containers have a 20-year useful life with a 10% residual value.
- 2.7.7.** CPKCM is not responsible for any loss or damage to Intermodal Equipment caused by fortuitous events, force majeure, public enemy, government authority, Shipper/Owner negligence, natural deterioration, riots, or strikes.

2.8. Container Outgates at ITOC

The motor carrier assigned by the Shipper to remove a container from a ITOC is responsible for pulling and removing the correct container.

if the wrong container is taken, the motor carrier will be subject to a penalty of at least 30 days without access to the ITOC, permanent restriction to the operator to access three CPKCM terminals, and if authorities impose a fine on CPKCM or any of its subsidiaries, the amount of that fine must be covered by the Shipper

2.9. Rules for Chassis Usage and Empty Container Storage

- **Chassis Usage:** defined as the cost for using a CPKCM provided chassis per day outside the terminal. The rate is set in the Chassis Usage Agreement according to the current tariff.
- **Empty Storage:** defined as the cost for empty container storage in the terminal, calculated under the rules of the Empty Intermodal Storage Agreement according to the current tariff, per unit, per day, at the end of the monthly balance.

3. GOR Applied to Private Intermodal Terminals (PIT)

3.1. Guidelines for the PIT

All Shippers listed on the waybill are responsible for complying with the guidelines and costs/fees of the PIT.

3.2. Interchange Point

- CPKCM will provide "line-haul" rail transportation services up to the designated spot for railcars within the PIT chosen by the Shipper.
- CPKCM will provide the Shipper a designated location to pick up loaded and/or empty railcars at the PIT chosen by the Shipper.



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- The Shipper will be responsible for providing CPKCM with railcars that have undergone proper inspection at the origin rail terminal. The inspection includes: the initial air brake test of the railcar, securing the Intermodal Equipment on the railcar, and a mechanical inspection of the railcar.

3.3. Facility Standards

- The PIT chosen by the Shipper must comply with CPKCM track standards and be approved by CPKCM personnel.
- The PIT chosen by the Shipper must not present any safety risk to CPKCM personnel when positioning equipment or performing work.
- CPKCM has the right to enter the PIT chosen by the Shipper at any time to validate the terminal's safety conditions.

3.4. Demurrage / Costs

- Intermodal railcars located at a Private Terminal chosen by the Shipper will be handled according to the published public tariff provisions for demurrage. This publication is available on the CPKCM website: <https://www.cpkcr.com/es/recursos-para-clientes/precios-y-tarifas> under the section Kansas City Southern de Mexico (KCSM).
- Private Terminal demurrage charges will be administered under the credits and debits program and billed according to the rate in the current tariff for each excess debit.
- Private Terminals are responsible for using the CPKCM Railcar Demurrage System.
- The Shipper is responsible for fees/costs associated with derailment, clear track, railcar damage, and facility damage.
- CPKCM will not be responsible for any costs or fines in the PIT resulting from delays in loading rail equipment.

3.5. Load Planning

- CPKCM will provide a scheme of load blocking plan that the Shipper must follow for each track released to CPKCM.
- CPKCM will issue written notice regarding any destination permitted to be mixed on a single railcar.
- CPKCM requires a minimum 95% utilization of railcar capacity. Regardless of which Private Terminal the Shipper selects, this requirement must be met. Railcars with less than 95% utilization may be held at the Private Terminal until higher utilization is achieved.
- CPKCM will ensure sufficient IBC (Interbox Connectors) inventory is supplied to maximize container loading on each railcar. CPKCM will require the Private Terminal to ensure proper use and storage of the IBC inventory.
- The Shipper must ensure their selected PIT complies with AAR / CPKCM loading rules and railcar loading guidelines.



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Some examples of the rules/guidelines include: not exceeding the maximum gross weight for each railcar position; heavier container loads must be placed in the lower position of the railcar and lighter container loads in the upper position; no 20' containers may be loaded in the upper position of the railcar; no single 20' container may be loaded in the lower position; all IBCs must be properly locked; Intermodal Equipment must be placed in the correct position according to the load plan; loaded Intermodal Equipment must have seals properly applied to the door; all Intermodal Equipment must meet all applicable CPKCM waybill requirements; Intermodal Equipment must be correctly consolidated onto the railcar in the CPKCM system; and the cargo inside the Intermodal Equipment must be properly arranged and secured for rail transportation.

- For traffic specifically originating in Lázaro Cárdenas, MH, the Shipper must complete the scheduling procedure with at least 24 hours remaining in the free storage time at the PIT. A 48-hour advance window is recommended.
- CPKCM will not absorb any additional costs from any PIT.

3.6. Penalties / Fines

- Failure to comply with origin terminal inspections and/or railcar brake tests will result in cost penalties imposed by CPKCM.
- Failure to meet origin terminal facility standards will result in immediate suspension of service by CPKCM.
- Failure to comply with the approved load scheme blocking plan will result in a penalty, per the current tariff, for each railcar CPKCM must switch to place it in the correct train sequence.
- The mixing of Intermodal Equipment with different destinations on the same railcar without CPKCM approval will result in that railcar being delivered to the interchange rail partner as is, and the Shipper will be responsible for any costs generated, including those imposed on CPKCM. If the railcar must be reworked at CPKCM/CPKCR facilities, a penalty will apply according to the current tariff for each railcar that must be reworked.



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Acronyms

- **CPKCM:** Canadian Pacific Kansas City Mexico
- **CPKCR:** Canadian Pacific Kansas City Railway
- **AAR:** American Association of Railroads
- **U.S.:** United States of America
- **NL:** Nuevo León
- **SLP:** San Luis Potosí
- **EDOMEX:** State of Mexico
- **MH:** Michoacán
- **PNTF:** Patron Notification
- **DRMP:** Deramp Event
- **VAT (IVA):** Value Added Tax
- **DV:** Depreciated Value
- **IGAT:** Ingate
- **EIR/J1:** Evidence of Interchange Receipt
- **GM:** General Motors
- **USD:** U.S. Dollars
- **IBC:** Intermodal Box Connector
- **UN/NA:** United Nations / North American Number
- **Intermodal Equipment:** Container/Trailer/Chassis/ISO Tank/Bulk Tank
- **APM:** Arnold Peter Möller
- **TILH:** Hidalgo Logistics Intermodal Terminal



ANNEXE “A”

List of hazardous materials permitted in CPKCM terminals

HMRC	STCC	UN_NA	PSN	PSN Spanish	Tech Name Spanish	HAZ_CLASS
4966333	3714230	UN3268	SAFETY DEVICES	INFLADORES DE BOLSAS NEUMATICAS		9
4941144	2821140	UN2211	POLYMERIC BEADS, EXPANDABLE	POLIMERO EN BOLITAS DILATABLES		9
4904820	3999115	UN1044	FIRE EXTINGUISHERS	EXTINTORES DE INCENDIOS		2.2
4913101	2861243	NA1993	COMBUSTIBLE LIQUID,N.O.S.	LIQUIDO COMBUSTIBLE, N.E.P.		CL
4910101	2851176	UN1263	PAINT	PINTURA		3
4960107	2911691	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(CONTIENE BENZO(A)PIRENO Y DIBENZO(A,H)ANTRACENO)	9
4960121	2899798	UN3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, LIQUIDA, N.E.P.		9
4910320	2611220	UN1993	FLAMMABLE LIQUIDS, N.O.S.	LIQUIDO INFLAMABLE, N.E.P.		3
4904305	3599937	UN3164	ARTICLES, PRESSURIZED PNEUMATIC	ARTICULOS CON PRESION NEUMATICA		2.2
4931202	2818694	UN2922	CORROSIVE LIQUID, TOXIC, N.O.S.	LIQUIDO CORROSIVO, TOXICO, N.E.P.	(CLORURO DE NONANOILO)	8
4918747	2812341	UN1500	SODIUM NITRITE	NITRITO DE SODIO		5.1
4910280	2899871	UN1866	RESIN SOLUTION	SOLUCIONES DE RESINA		3
4910251	2851930	UN1263	PAINT	PINTURA		3
4904258	2813990	UN1950	AEROSOLS	AEROSOL		2.2
4905709	2813990	UN1950	AEROSOLS	AEROSOL		2.1
4966334	1021210	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(CONCENTRADO DE COBRE)	9
4960101	2821143	UN3257	ELEVATED TEMPERATURE LIQUID, N.O.S.	LIQUIDO A TEMPERATURA ELEVADA, N.E.P.		9
4910150	2851172	UN1263	PAINT RELATED MATERIAL	PRODUCTOS PARA PINTURA		3
4960109	2899798	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(ACIDO 2,4-DICLOROFENOXIACETICO)	9
4960117	2911637	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(CONTIENE BENZO(A)PIRENO Y DIBENZO(A,H)ANTRACENO)	9
4904304	2813990	UN3159	1,1,1,2-TETRAFLUOROETHANE	1,1,1,2-TETRAFLUORETANO		2.2
4905719	2899887	UN1950	AEROSOLS, FLAMMABLE, N.O.S.	4905719 not on list		2.1
4910250	2851230	UN1263	PAINT RELATED MATERIAL	PRODUCTOS PARA PINTURA		3
4910254	2851118	UN1263	PAINT	PINTURA		3
4912254	2851250	UN1263	PAINT RELATED MATERIAL	PRODUCTOS PARA PINTURA		3
4912390	2891142	UN1263	PAINT RELATED MATERIAL	PRODUCTOS PARA PINTURA		3
4915276	2818033	NA1993	COMBUSTIBLE LIQUID,N.O.S.	LIQUIDO COMBUSTIBLE, N.E.P.	(DIETILENGLICOL MONOETIL ETHER)	CL
4916163	2899792	UN3088	SELF-HEATING SOLID, ORGANIC, N.O.S.	SOLIDO ORGANICO, QUE EXPERIMENTA CALENTAMIENTO ESPONTANEO, N.E.P.		4.2
4931471	2818691	UN2564	TRICHLOROACETIC ACID, SOLUTION	ACIDO TRICLOROACETICO, EN SOLUCION		8
4935001	2818020	UN2922	CORROSIVE LIQUIDS, TOXIC, N.O.S.	LIQUIDO CORROSIVO, TOXICO, N.E.P.	(DIAMILAMINA)	8
4935002	2818302	UN2922	CORROSIVE LIQUIDS, TOXIC N.O.S.	LIQUIDO CORROSIVO, TOXICO, N.E.P.	(N-CICLOHEXIL-N-METILCICLOHEXANAMINA)	8
4936077	2899797	UN2922	CORROSIVE LIQUIDS, TOXIC, N.O.S.	LIQUIDO CORROSIVO, TOXICO, N.E.P.	(HIDROSULFURO DE POTASIO)	8
4960106	2991314	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(BENZO(A)PIRENO, DIBENZO(A,H)ANTRACENO)	9
4960126	3399134	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(POLVO DE COBRE METALICO)	9
4966325	1021210	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(CONCENTRADOS DE COBRE QUE CONTIENEN ARSENICO Y SULFURO DE PLOMO)	9
4966326	1021210	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(CONTIENE COBRE Y SULFURO DE PLOMO)	9
4910475	2851126	UN1263	PAINT	PINTURA		3
4931466	2899797	UN3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.	LIQUIDO CORROSIVO, ACIDO, ORGANICO, N.E.P.		8
4963378	2899798	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES,SOLID,N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	(CROMATO DE ESTRONCIO)	9
4936566	3691134	UN2794	BATTERIES, WET, FILLED WITH ACID	ACUMULADORES ELECTRICOS, DE ELECTROLITO LIQUIDO, ACIDO		8
4936219	2899997	UN3259	AMINES, SOLID, CORROSIVE, N.O.S.	AMINAS SOLIDAS, CORROSIVAS, N.E.P.		8
4930239	2819314	UN2796	SULFURIC ACID	ACIDO SULFURICO		8
4925034	2879946	UN2811	TOXIC SOLIDS, ORGANIC, N.O.S.	SOLIDO TOXICO, ORGANICO, N.E.P.		6.1
4932320	2899929	UN2796	BATTERY FLUID, ACID	ELECTROLITO ACIDO PARA BATERIAS		8
4904515	2813990	UN1956	COMPRESSED GAS, N.O.S.	GAS COMPRIMIDO, N.E.P.		2.2
4904540	2813445	UN1046	HELIUM, COMPRESSED	HELIO, COMPRIMIDO		2.2
4910142	2952245	UN1139	COATING SOLUTION	SOLUCIONES PARA REVESTIMIENTOS		3
4960104	4025178	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.		9
4918448	2818619	UN2468	TRICHLOROISOCYANURIC ACID, DRY	ACIDO TRICLOROISOCIANURICO, SECO		5.1
4913112	2899871	NA1993	COMBUSTIBLE LIQUID,N.O.S.	LIQUIDO COMBUSTIBLE, N.E.P.		CL
4910209	2815148	UN1993	FLAMMABLE LIQUIDS, N.O.S.	LIQUIDO INFLAMABLE, N.E.P.	(METILCICLOPENTADIENO)	3
4907876	2911791	UN1993	FLAMMABLE LIQUIDS, N.O.S.	LIQUIDO INFLAMABLE, N.E.P.	(OCTENO)	3
4930216	2899993	UN2796	BATTERY FLUID, ACID	ELECTROLITO ACIDO PARA BATERIAS		8
4931255	2899797	UN3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.	LIQUIDO CORROSIVO, ACIDO, ORGANICO, N.E.P.	(CONTIENE FOSFONATOS ORGANICOS)	8
4912604	2891124	UN1133	ADHESIVES	ADHESIVOS		3
4914171	2818183	NA1993	COMBUSTIBLE LIQUID, N.O.S.	LIQUIDO COMBUSTIBLE, N.E.P.		CL
4903520	2899320	UN0336	FIREWORKS	ARTIFICIOS DE PIROTECNIA		1.4G
4903501	2892128	UN0431	ARTICLES, PYROTECHNIC	OBJETOS PIROTECNICOS		1.4G
4904501	2813410	UN1002	AIR, COMPRESSED	AIRE COMPRIMIDO		2.2
4904535	2813320	UN1013	CARBON DIOXIDE	DIOXIDO DE CARBONO		2.2
4904552	2813987	UN1018	CHLORODIFLUOROMETHANE	CLORODIFLUOROMETANO		2.2
4905716	2813984	UN1030	1,1-DIFLUOROETHANE	1,1-DIFLUOROETANO		2.1
4905726	3999515	UN1057	LIGHTERS	ENCENDEDORES		2.1
4904565	2813952	UN1066	NITROGEN, COMPRESSED	NITROGENO, COMPRIMIDO		2.2
4905417	2911985	UN1075	PETROLEUM GASES, LIQUEFIED	GASES LIQUADOS DE PETROLEO		2.1
4905782	2912128	UN1077	PROPYLENE	PROPILENO		2.1



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4909154	2899790	UN1161	DIMETHYL CARBONATE	CARBONATO DE METILO	3
4909118	2085190	UN1170	ETHANOL	ETANOL	3
4910181	2087125	UN1197	EXTRACTS, FLAVORING, LIQUID	EXTRACTOS DE SABORIZANTES, LIQUIDOS	3
4921047	2818368	UN1199	FURALDEHYDES	FURALDEHIDOS	6.1
4912186	2911315	UN1202	DIESEL FUEL	COMBUSTIBLE PARA MOTORES DIESEL	3
4908177	2911135	UN1203	GASOLINE	GASOLINA	3
4910205	2893125	UN1210	PRINTING INK	TINTA DE IMPRENTA	3
4909205	2818429	UN1219	ISOPROPANOL		3
4909230	2818426	UN1230	METHANOL	METANOL	3
4908220	2818660	UN1231	METHYL ACETATE	ACETATO DE METILO	3
4907030	2818064	UN1261	NITROMETHANE	NITROMETANO	3
4910153	2851221	UN1263	PAINT RELATED MATERIAL	PRODUCTOS PARA PINTURA	3
4910423	2844125	UN1266	PERFUMERY PRODUCTS	PRODUCTOS DE PERFUMERIA	3
4909382	2911791	UN1268	PETROLEUM DISTILLATES, N.O.S.	DESTILADOS DE PETROLEO, N.E.P.	3
4909277	2815159	UN1282	PYRIDINE	PIRIDINA	3
4907690	2812350	UN1289	SODIUM METHYLATE SOLUTIONS	METILATO DE SODIO, EN SOLUCION	3
4917332	2899791	UN1325	FLAMMABLE SOLIDS, ORGANIC, N.O.S.	SOLIDO INFLAMABLE, ORGANICO, N.E.P.	4.1
4916141	2819462	UN1381	PHOSPHORUS, WHITE, DRY	FOSFORO BLANCO, SECO	4.2
4916179	2812334	UN1384	SODIUM DITHIONITE	DITONITO DE SODIO	4.2
4916301	3313310	UN1408	FERROSILICON	FERROSILICIO	4.3
4918506	2819426	UN1463	CHROMIUM TRIOXIDE, ANHYDROUS	TRIOXIDO DE CROMO, ANHIDRO	5.1
4918737	2812536	UN1486	POTASSIUM NITRATE	NITRATO DE POTASIO	5.1
4918740	2819903	UN1490	POTASSIUM PERMANGANATE	PERMANGANATO DE POTASIO	5.1
4918723	2819924	UN1495	SODIUM CHLORATE	CLORATO DE SODIO	5.1
4918746	2812336	UN1498	SODIUM NITRATE	NITRATO DE SODIO	5.1
4918754	2819960	UN1507	STRONTIUM NITRATE	NITRATO DE ESTRONCIO	5.1
4923115	2819917	UN1561	ARSENIC TRIOXIDE	TRIOXIDO DE ARSENICO	6.1
4925092	2899796	UN1564	BARIUM COMPOUNDS, N.O.S.	COMPUESTO DE BARIO, N.E.P.	6.1
4935628	2818161	UN1604	ETHYLENEDIAMINE	ETILENDIAMINA	8
4909202	2818173	UN1648	ACETONITRILE	ACETONITRILLO	3
4925176	2815190	UN1673	PHENYLENEDIAMINES	FENILENEDIAMINAS	6.1
4923228	2812329	UN1689	SODIUM CYANIDE, SOLID	CIANURO DE SODIO, SOLIDO	6.1
4936540	2899797	UN1760	CORROSIVE LIQUIDS, N.O.S.	LIQUIDO CORROSIVO, N.E.P.	8
4930232	2819432	UN1788	HYDROBROMIC ACID	ACIDO BROMHIDRICO	8
4930205	2819455	UN1805	PHOSPHORIC ACID SOLUTION	ACIDO FOSFORICO SOLUCION	8
4935225	2812410	UN1813	POTASSIUM HYDROXIDE, SOLID	HIDROXIDO DE POTASIO, SOLIDO	8
4935230	2812410	UN1814	POTASSIUM HYDROXIDE, SOLUTION	HIDROXIDO DE POTASIO, EN SOLUCION	8
4935235	2812230	UN1823	SODIUM HYDROXIDE, SOLID	HIDROXIDO DE SODIO, SOLIDO	8
4935240	2812220	UN1824	SODIUM HYDROXIDE SOLUTION	HIDROXIDO DE SODIO, EN SOLUCION	8
4930040	2819315	UN1830	SULFURIC ACID	ACIDO SULFURICO	8
4935680	2899797	UN1835	TETRAMETHYLAMMONIUM HYDROXIDE	HIDROXIDO DE TETRAMETILAMONIO, EN SOLUCION	8
4935538	2812357	UN1849	SODIUM SULFIDE, HYDRATED	SULFURO DE SODIO, HIDRATADO	8
4917508	3399144	UN1869	MAGNESIUM	MAGNESIO	4.1
4918311	2871244	UN1942	AMMONIUM NITRATE	NITRATO DE AMONIO	5.1
4909103	2818490	UN1987	ALCOHOLS, N.O.S.	ALCOHOLES, N.E.P.	3
4910185	2899790	UN1993	FLAMMABLE LIQUIDS, N.O.S.	LIQUIDO INFLAMABLE, N.E.P.	3
4918775	2819931	UN2014	HYDROGEN PEROXIDE, AQUEOUS SOLUTIONS	PEROXIDO DE HIDROGENO, EN SOLUCION ACUOSA	5.1
4931492	2818226	UN2051	2-DIMETHYLAMINOETHANOL	2-DIMETILAMINOETANOL	8
4921575	2815166	UN2078	TOLUENE DIISOCYANATE	DIISOCIANATO DE TOLUENO	6.1
4925304	2815151	UN2206	ISOCYANATES, TOXIC, N.O.S.	ISOCIANATOS TOXICOS, N.E.P.	6.1
4917404	2818077	UN2213	PARAFORMALDEHYDE	PARAFORMALDEHIDO	4.1
4945328	2094250	UN2216	FISH MEAL, STABILIZED	HARINA DE PESCADO, ESTABILIZADA	9
4912060	2815211	UN2234	CHLOROBENZOTRIFLUORIDES	CLOROBENZOTRIFLUORUROS	3
4925160	2899796	UN2235	CHLOROBENZYL CHLORIDES, LIQUID	CLORUROS DE CLOROBENCILLO, LIQUIDOS	6.1
4935640	2818155	UN2280	HEXAMETHYLENEDIAMINE, SOLID	HEXAMETILENEDIAMINA, SOLIDA	8
4925238	2899796	UN2291	LEAD COMPOUNDS, SOLUBLE, N.O.S.	COMPUESTOS DE PLOMO, SOLUBLES, N.E.P.	6.1
4912631	2815231	UN2303	ISOPROPENLBENZENE	ISOPROPENILBENCENO	3
4917340	2814137	UN2304	NAPHTHALENE, MOLTEN	NAFTELENO, FUNDIDO	4.1
4909194	2815170	UN2313	PICOLINES	PICOLINAS	3
4909157	2818117	UN2383	DIPROPYLAMINE	DIPROPILAMINA	3
4931485	2815199	UN2430	ALKYLPHENOLS, SOLID, N.O.S.	ALQUILFENOLOS, SOLIDOS, N.E.P.	8
4935665	2818127	UN2491	ETHANOLAMINE	ETANOLAMINA	8
4917171	2892167	UN2556	NITROCELLULOSE WITH ALCOHOL	NITROCELULOSA, CON ALCOHOL	4.1
4932309	2815202	UN2586	ALKYL SULFONIC ACIDS, LIQUID	ACIDOS ALQUILSULFONICOS, LIQUIDOS	8
4921434	2899796	UN2588	PESTICIDES, SOLID, TOXIC, N.O.S.	PLAGUICIDA, SOLIDO, TOXICO, N.E.P.	6.1
4935280	2819111	UN2672	AMMONIA SOLUTIONS	AMONIACO, EN SOLUCION	(amoniaco anhidrido) prime listado 10kg
4935211	2899797	UN2734	AMINES, LIQUID, CORROSIVE, FLAMMABLE, N.O.S.	AMINAS LIQUIDAS, CORROSIVAS, INFLAMABLES, N.E.P.	8
4935601	2899797	UN2735	AMINES, LIQUID, CORROSIVE, N.O.S.	AMINAS LIQUIDAS, CORROSIVAS, N.E.P.	8
4936509	2899797	UN2751	DIETHYLTHIOPHOSPHORYL CHLORIDE	CLORURO DE DIETILTIOSFOSFORILO	8
4936556	3691110	UN2794	BATTERIES, WET, FILLED WITH ACID	ACUMULADORES ELECTRICOS, DE ELECTROLITO LIQUIDO, ACIDO	8
4930216	2899993	UN2796	BATTERY FLUID, ACID	ELECTROLITO ACIDO PARA BATERIAS	8
4925275	2899796	UN2810	TOXIC LIQUIDS, ORGANIC, N.O.S.	LIQUIDO TOXICO, ORGANICO, N.E.P.	6.1
4925021	2815111	UN2821	PHENOL SOLUTIONS	FENOL, EN SOLUCION	6.1
4931451	2818691	UN2834	PHOSPHOROUS ACID	ACIDO FOSFOROSO	8
4925208	2818422	UN2874	FURFURYL ALCOHOL	ALCOHOL FURFURILICO	6.1
4918795	2812120	UN2880	CALCIUM HYPOCHLORITE, HYDRATED	HIPOCLORITO DE CALCIO, HIDRATADO	5.1
4936601	2899797	UN2920	CORROSIVE LIQUIDS, FLAMMABLE, N.O.S.	LIQUIDO CORROSIVO, INFLAMABLE, N.E.P.	8
4936015	2899797	UN2922	CORROSIVE LIQUIDS, TOXIC, N.O.S.	LIQUIDO CORROSIVO, TOXICO, N.E.P.	8
4936353	2899797	UN2923	CORROSIVE SOLIDS, TOXIC, N.O.S.	SOLIDO CORROSIVO, TOXICO, N.E.P.	8
4907829	2899790	UN2924	FLAMMABLE LIQUIDS, CORROSIVE, N.O.S.	LIQUIDO INFLAMABLE, CORROSIVO, N.E.P.	3
4932374	2819481	UN2967	SULFAMIC ACID	ACIDO SULFAMICO	8
4916302	2899793	UN2988	CHLOROSILANES, WATER-REACTIVE, FLAMMABLE, CORROSIVE, N.O.S.	CLOROSILANOS, QUE REACCIONAN CON EL AGUA, INFLAMABLES, CORROSIVOS, N.E.P.	4.3
4910102	2085120	UN3065	ALCOHOLIC BEVERAGES	BEBIDAS ALCOHOLICAS	3
4921310	2899796	UN3073	VINYLPYRIDINES, STABILIZED	VINILPIRIDINAS, ESTABILIZADAS	6.1



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4960133	2899798	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	SUSTANCIA POTENCIALMENTE PELIGROSA PARA EL MEDIO AMBIENTE, SOLIDA, N.E.P.	9
4966701	3691134	UN3090	LITHIUM METAL BATTERIES	BATERIAS DE METAL LITIO	9
4918982	2899795	UN3109	ORGANIC PEROXIDE TYPE F, LIQUID	PEROXIDO ORGANICO, TIPO F, LIQUIDO	5.2
4918733	2899794	UN3139	OXIDIZING LIQUID, N.O.S.	LIQUIDO OXIDANTE, N.E.P.	5.1
4918810	2899794	UN3149	HYDROGEN PEROXIDE AND PEROXYACETIC ACID MIXTURE, STABILIZED	PEROXIDO DE HIDROGENO Y ACIDO PEROXIACETICO, EN MEZCLA, ESTABILIZADA	5.1
4905449	2813991	UN3161	LIQUEFIED GAS, FLAMMABLE, N.O.S.	GAS LICUADO, INFLAMABLE, N.E.P.	2.1
4904584	2813990	UN3163	LIQUEFIED GAS, N.O.S.	GAS LICUADO, N.E.P.	2.2
4961166	3714420	UN3166	ENGINES, INTERNAL COMBUSTION		9
4941147	3711955	UN3166	VEHICLE, FLAMMABLE LIQUID POWERED	VEHICULO PROPULSADO POR LIQUIDO INFLAMABLE	9
4917344	2899791	UN3175	SOLIDS CONTAINING FLAMMABLE LIQUID, N.O.S.	SOLIDO, QUE CONTIENE LIQUIDO INFLAMABLE, N.E.P.	4.1
4936218	2899797	UN3253	DISODIUM TRIOXOSILICATE	TRIOXOSILICATO DE DISODIO	8
4961602	2899798	UN3257	ELEVATED TEMPERATURE LIQUID, N.O.S.	LIQUIDO A TEMPERATURA ELEVADA, N.E.P.	9
4931461	2899797	UN3260	CORROSIVE SOLID, ACIDIC, INORGANIC, N.O.S.	SOLIDO CORROSIVO, ACIDO, INORGANICO, N.E.P.	8
4925246	2899796	UN3278	ORGANOPHOSPHORUS COMPOUND, LIQUID, TOXIC, N.O.S.	COMPUESTO ORGANOFOSFORADO TOXICO, LIQUIDO, N.E.P.	6.1
4929137	2819711	UN3321	RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-II)	MATERIALES RADIACTIVOS DE BAJA ACTIVIDAD ESPECIFICA (BAE-II)	7
4963325	2899798	UN3363	DANGEROUS GOODS IN MACHINERY	MERCANCIAS PELIGROSAS EN MAQUINARIA	9
4918769	2812390	UN3378	SODIUM CARBONATE PEROXYHYDRATE	CARBONATO DE SODIO PEROXIHIDRATADO	5.1
4916229	2899792	UN3394	ORGANOMETALLIC SUBSTANCE LIQUID, PYROPHORIC, WATER-REACTIVE	SUBSTANCIA ORGANOMETALICA, LIQUIDA, PIROFORICA, QUE REACCIONA CON EL AGUA	4.2
4925151	2818210	UN3426	ACRYLAMIDE SOLUTION	ACRILAMIDA EN SOLUCION	6.1
4966703	2899798	UN3480	LITHIUM ION BATTERIES	BATERIAS DE ION LITIO	9
4966704	2899798	UN3481	LITHIUM ION BATTERIES CONTAINED IN EQUIPMENT	BATERIAS DE ION LITIO INSTALADAS EN UN EQUIPO	9