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**1.0 Purpose**

This document outlines the minimum packaging, marking and labeling requirements for movements of material bearing the Halliburton name. The purpose of this standard is to ensure protection of freight from atmospheric elements; allow for safe and efficient handling; reduce waste; and ensure compliance during movements. This standard is specifically designed to ensure materials are packaged to facilitate road, rail, air, and ocean transit. Each Product Service Line (PSL) / Materials is responsible for properly packaging their own freight, or instructing third parties appropriately, in order to ensure more stringent regional regulatory requirements are met.

**2.0 Scope**

This standard applies to all movements for Halliburton and covers the minimum requirements for proper preparation and packaging of all bagged, drummed, crated, and canned (pailed) material as well as material packaged in super sacks. These instructions do NOT include all regulatory requirements (e.g., IMDG, IATA, DOT), as those are expected to be adhered to without calling attention to them within this document. Any exceptions to this standard will be noted in the Shipper’s Letter of Instructions (SLI).

### 3.0 References

[www.ista.org](http://www.ista.org) – ISTA International Safe Transit Association

[www.astm.org](http://www.astm.org) - ASTM International Standards Worldwide

[BSD-GL-HAL-BAR-OPS-001](#) – Flexible Intermediate Bulk Containers (Super Sacks)

IMDG and IATA codes

[49 CFR](#) – Department of Transportation, Code of Federal Regulations

### 4.0 Responsibility

As required by the U.S. Department of Transportation (DOT), 49 CFR 173.24(b):

4.1 The effectiveness of the package will not be substantially reduced; for example, impact resistance, strength, packaging compatibility, etc. must be maintained for the minimum and maximum temperatures, changes in humidity and pressure, and shocks, loading and vibrations normally encountered during transportation.

4.2 There shall be no mixture of gases or vapors in the package which could, through any credible spontaneous increase of heat or pressure, significantly reduce the effectiveness of the packaging.

4.3 There shall be no chemical residue adhering to the outside of the package during transport.

### 5.0 General Requirements

5.1 The quality requirements of material must be better than or equal to the minimum requirements in this standard. These requirements must be a part of all contracts with suppliers. In order to ensure delivery is in satisfactory condition, all shipments, whether scheduled for immediate use or for delivery to storage, shall be packed in accordance with these requirements. All Purchase Orders (POs) for products will have detailed instructions placed in the POs as per this standard. All materials proposed by the seller, in variance to this standard shall be approved by Global Logistics.

5.2 One of the goals of this standard is to prevent atmospheric elements from entering the interior of the packaging; therefore, the packaging shall NOT be prepared in such a way that will allow water to accumulate/puddle on top of the package. In Figure 1, the shrink wrap would actually cause more damage than it prevents.



Figure 1

5.3 For all freight, including small packages not specifically detailed in this standard, the packaging must be robust enough to handle the weight of the materials contained within it. Additionally, the packing material used to fill empty space must be sufficient to prevent the freight from shifting such that damage to the freight or to the container could occur.

### 6.0 Labeling on Handling Units

- 6.1 The supplier country of origin shall be clearly identified on each item (i.e., bag, drum, pail, etc.).
- 6.2 All labels and plastic document sleeves are to be placed on opposite sides (NOT on top or bottom) of the handling units (HUs) as shown in Figure 2.



Figure 2

Example of where the labels and document sleeves shall be placed when on a crate.

- 6.3 Do not write over bar codes as shown in Figure 3.

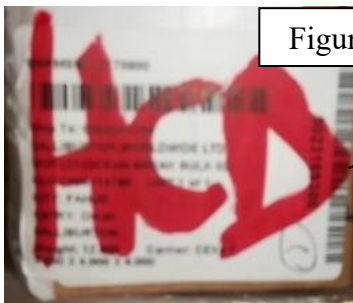


Figure 3

Incorrect

- 6.4 Do not put packaging list sleeves over Halliburton generated labels. Also, the Halliburton generated label must be visible to be scanned and shall be placed on the side of the box or crate.

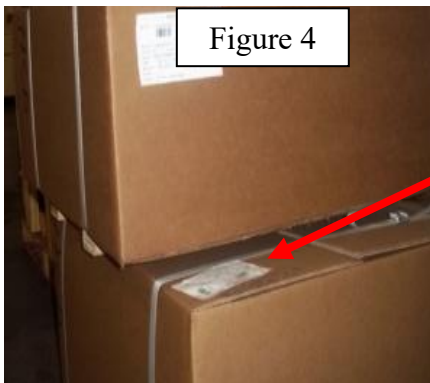


Figure 4

This label would not be visible when another box is stacked on top.

- 6.5 Each pallet of chemicals shall have labeling with the following information:
- 1). Chemical name (if applicable) as per SAP material number description
  - 2). Batch/Lot # (Make sure to be visible)
  - 3). Manufacturing date
  - 4). Total number of packages on pallet (# of pails, bags, and drums).
  - 5). Pallet Number shall be printed on each pallet – (example: Pallet 1 of 10, Pallet 2 of 10, Pallet 3 of 10 etc....)
  - 6). Each pallet shall have the Purchase Order # to be made clearly visible on two sides the pallet.

7.) Each pallet shall have the export marks clearly spelled out as put forth in the text of the purchase order and visible at a distance on two sides of the pallet.

6.6 Additional labels may be required depending on the destination. These requirements will be detailed in the shipper's letter of instructions (SLI). (e.g., CHB labels, over packs on drums and pails, etc.)

## 7.0 Packaging Procedure – Bagged Material

7.1 Bags shall be placed on four-way entry, heat treated (ISPM 15) pallets, with heat treat stamps visible on both sides. (See Section 16 for additional Pallet Specifications). Any additional wooden dunnage used to load and secure cargo during transportation must also be fumigated or heat treated (ISPM 15).

7.2 Winged pallets, as shown in Figure 5, are NOT tolerable for bagged products but may be used for cans/pails or drums.

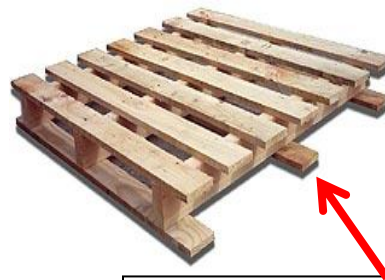


Figure 5

Example of a winged pallet

7.3 The pallet shall be properly sized for the freight. The stacked bags shall NOT exceed the dimensions of the pallet. (See Figure 7)

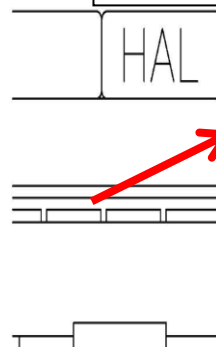
7.4 Excess pallet space shall be minimized in order to ensure efficient use of container space. The maximum excess pallet that will be allowed is two inches on each side. (See Figure 6.)

Figure 6



To the left is an example of excess pallet that should NOT be there. Space is money!

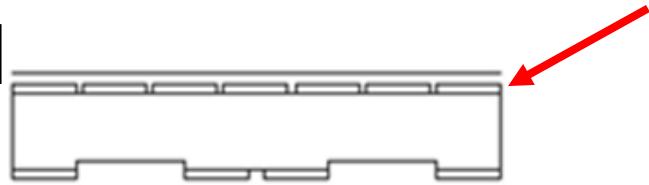
Figure 7



The pallet shall be sized so that the bags are as close to flush as possible. NO bags shall overhang for the full stack height.

7.5 A plastic or corrugate slip-sheet, same dimensions as the pallet, shall be placed directly on top of the skid and directly underneath the bagged material as shown in Figure 8. This shall be a waterproof/resistant material and suitable for any loads placed on top of it without crushing the slip sheet or loss of water resistance.

Figure 8



- 7.6 Each bag shall have below printed data:
- 1) Country of origin
  - 2) Chemical name (as per SAP material number description)
  - 3) Pack size/net weight
  - 4) Batch # / Lot # (See example of Lot # below in Figure 9)
  - 5) Number of bags per pallet

Figure 9



For multiple lot numbers in a load, the lot numbers shall be visible on the outside edges of the unit load.



Figure 10

7.7 If there are various lots on a pallet such as in Figure 10 above, this shall be clearly marked on the outside of the shrink wrap (or clearly visible through the shrink wrap) with a lot number consolidation note/paper notifying the shipper/warehouse that there are multiple lot numbers on that pallet.

7.8 Material of construction and other specifications of bagged packaging shall be approved by Halliburton.

7.9 Bags which are ripped, torn, or otherwise damaged upon arrival due to a manufacturing defect or inadequate construction will be repaired or removed, as necessary. All expenses incurred may be charged to the supplier.

7.10 The height from the bottom of the pallet to the top of the bagged material shall not exceed 85" (215 cm) as shown in Figure 11.



Figure 11

7.11 A plastic or corrugated slip-sheet (same dimensions as the pallet) shall be placed directly on top of the bagged material.

7.12 Four-way poly or nylon bands shall be used to secure all bagged material. See Section 15 of this standard for banding requirements.

**CORRECT**

Figure 12



**INCORRECT**

Figure 13



Lack of banding may lead to unbalanced freight, resulting in product damage and safety concerns.

7.13 A heat shrink or stretch wrap shall be used to cover all of the bagged material.

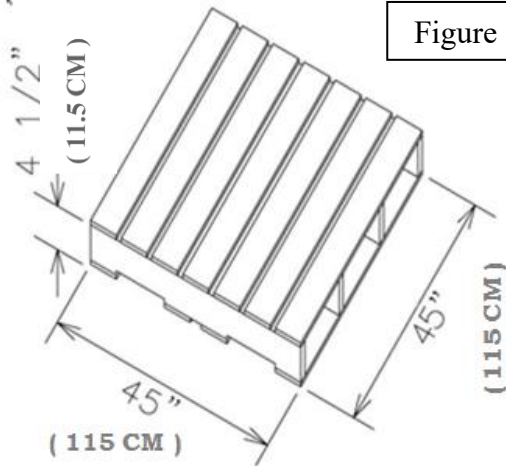
7.14 The heat shrinks or stretch wrap shall be at least 8 mils (8/1000 inch) thick and shall be made from UV resistant, transparent poly. (The 8-mil thickness may be achieved with multiple layers of a thinner stretch wrap.)

7.15 The bottom portion of the shrink/stretch wrap shall tightly adhere to the lip of the pallet.

**8.0 Packaging Procedure – Drummed Material**

8.1 45" x 45" heat treated (ISPM 15) pallets with heat treat stamps visible on both sides as shown in Figure 14. (See Section 16 for additional Pallet Specifications). Using a 45" x 45" pallet will result in slight overhang; therefore, to reduce the possibility of damage to the drums, it is imperative that the drums are centered so that the overhang is uniform on all sides. Any additional wooden dunnage used to load and secure cargo during transportation must also be fumigated or heat treated (ISPM 15).

Figure 14



8.2 If it is a 55 gallon (208 liters) open-head drum with a clamp ring, the drums shall be positioned with the bolts facing the inside of the pallet as shown in Figure 15.

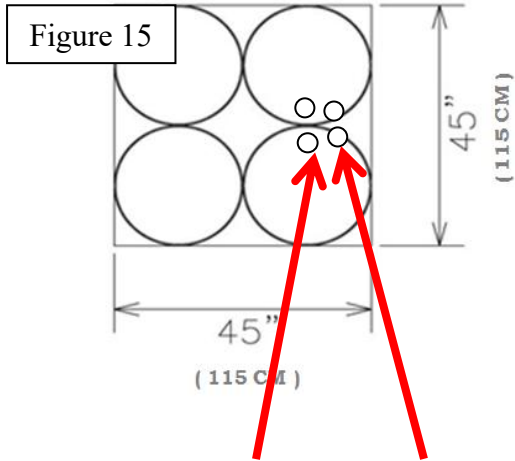


Figure 15

Examples of where the clamps shall be placed.



Figure 16

The picture above is an example of how the clamps shall NOT be placed.

8.3 A plywood cap of at least 3/8-inch (0.95 cm) thickness and the same dimensions as the pallet shall be placed on top of the drums, as shown in Figure 17. (Plywood caps shall NOT exceed the pallet dimensions.)

NOTE: If the pallet is not fully occupied then the cap shall be cut to fit the size of the freight. See Figure 18 for an example.

Figure 17

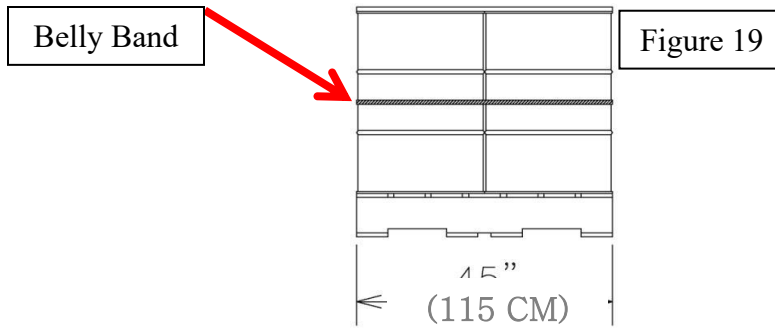
Labels shall be visible.



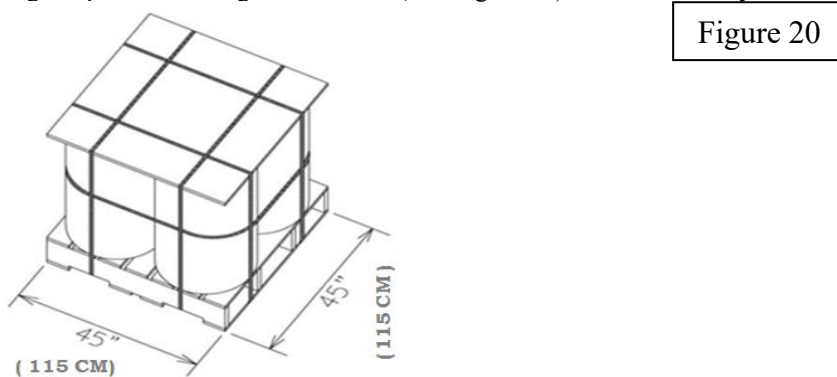
Figure 18



8.4 The drums shall have at least one belly band as shown in Figure 19. Please reference Section 15 for the banding requirements.



**8.5** Poly or nylon bands shall be used (two in each direction) laterally and longitudinally with break strength equal to the weight of the load (See Figure 20). Steel bands may be used with metal drums only.



## 9.0 Packaging Procedure – Canned (Pailed) Material

9.1 Cans/pails shall be placed on four-way entry, heat treated (ISPM 15) pallets, with heat treat stamps visible on both sides. (See Section 16 for additional Pallet Specifications). Any additional wooden dunnage used to load and secure cargo during transportation must also be fumigated or heat treated (ISPM 15).

9.2 In order to prevent damage to the freight, use the appropriately sized pallet to ensure there is no overhang.

9.3 When palletizing cans/pails, the strength of the pails must be considered. Stack height must allow for double stacking of pallets without causing damage to the bottom layer.

9.4 A plywood top with dimensions matching those of the pallet and at least 3/8 inch (0.95 cm) thick shall be placed on top of the cans. (Plywood caps shall NOT exceed the pallet dimensions.)

NOTE: If the pallet is not fully occupied then the cap shall be cut to fit the size of the freight as shown in Figure 21.



Figure 21

9.5 Poly or nylon bands shall be used (two in each direction) laterally and longitudinally with break strength equal to the weight of the load. Steel bands may be used with metal pails only. (See Section 15 for banding requirements.)

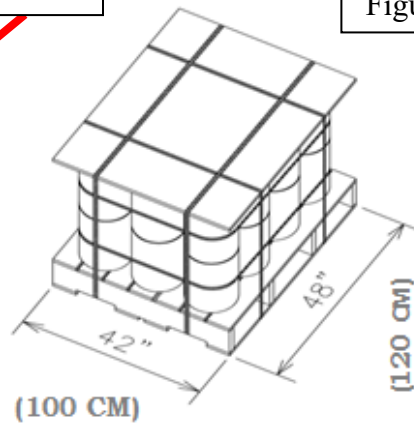
9.6 Each layer of cans shall have a belly band with break strength equal to half of the load's weight as shown in Figure 22.

Figure 22



Belly Band

Figure 23



10.0 Packaging Procedure – Super Sack Material

10.1 45" x 45" four-way heat treated (ISPM 15) pallets with heat treat stamps visible on both sides shall be used. Any additional wooden dunnage used to load and secure cargo during transportation must also be fumigated or heat treated (ISPM 15).

10.2 A plastic or corrugate slip-sheet (same dimensions as the pallet) shall be placed directly on top of the skid and directly underneath the bagged material.

10.3 The slip sheet shall be a waterproof/resistant material and suitable for any loads placed on top of it without damaging the sheet or loss of water resistance.

10.4 Once the bag is stacked on the pallet, a plastic or corrugate slip-sheet (same dimensions as the pallet) shall be placed directly on top of the super sack. This sheet must allow double stacking of similar pallets, without damage to the super sack.

10.5 Do not cover the top of a super sack with shrink wrap. The slip sheet will provide ample coverage to protect the product from the elements during transit and shrink wrapping the top of the sack will make it difficult to access the loops for lifting once the sack arrives at its destination.

10.6 Poly or nylon bands shall be used (two in each direction) laterally and longitudinally with break strength equal to the weight of the load.

10.7 Lot numbers shall be visible on the outside edges of unit load.

## 11.0 Packaging - Sensitive Materials

Note: The addition of this step is to ensure we cover the packaging and delivery of sensitive materials including, but not limited to those identified in the table below.

Item	Description	Packaging
1	Oxygen Analyzers	Secure wooden box
2	Flowmeters	Secure wooden box
3	Gas Detectors	Secure wooden box
4	Gauges	Secure wooden box
5	Chart Recorders	Secure wooden box
6	Dewpoint meters	Secure wooden box
7	Densitometers	Secure wooden box
8	Time Domain Reflectometers (TDR)	Secure wooden box
9	Insulation Testers (Megger)	Secure wooden box
10	Ohmmeters (Fluke)	Secure wooden box
11	Optical Time Domain Reflectometer (OTDR)	Secure wooden box
12	Particle Analysis Equipment (LPA, Manual Particle Kit)	Secure wooden box
13	Data Loggers/Recorders	Secure wooden box
14	Battery Chargers	Secure wooden box
15	General Instrumentation	Secure wooden box

11.1 All items shall be boxed in a manner to prevent them from internal movement during transportation to location.

Any items that are sensitive to breakage, fragile or glass should be wrapped and secured in bubble wrap prior to boxing.

Any items that may require protection from movement should have foam lined boxes.

11.2 Prior to boxing any item, each article within the package shall be covered and sealed to protect them in the event that there is a breach to the external packaging. This will be conducted by inserting individual items into a clear bag and sealing with waterproof tape.

Any items that are sensitive to water should be protected by wrapping in a sealed plastic, waterproof bag prior to boxing.

Any items that are sensitive to humidity/moisture should be protected by vacuum sealing prior to boxing.

11.3 All items will be secured for transport and the wooden transport crate protected by heat shrinking to prevent ingress of water and dust.

## 12.0 Air Requirements

12.1 Acceptable items shall be banded on all sides of skid (4-way banding). Banding must be made of steel or unbreakable plastic (see Section 15 of this procedure for Halliburton banding requirements). Cargo tendered without proper packaging will be rejected by the airlines.

12.2 Shipper-built (SBU) pallets being transported on the Main Deck can only be accepted if all pieces/cartons contained in the SBU are below 150 lbs. (68 kgs.) actual and/or banded (steel or unbreakable plastic) on all sides to a skid or pallet. Then the SBU must be covered with a clear plastic covering and netting. All cartons/pieces must be able to be seen from the outside of the SBU to verify that the banding on all sides to a skid or pallet has been accomplished.

12.3 SBU pallets that will be transported on the lower deck must meet the following packaging specifications:

- 1). Units must be 64 inches (162.6 cm) or lower in height, weighing five (5) metric tons (11,023 lbs.) or less.
- 2). Units must be contoured to ensure that transport will only be accomplished on the lower deck.
- 3). Accompanied by a statement attached to the AWB (Air Waybill) attesting that all contents on the lower deck-SBU are able to be transported in the lower holds of the cargo plane.

12.4 For each cargo shipment whose contents would be damaged or otherwise compromised if opened and re-built so as to preclude the opening of any piece/carton of the shipment, the company tendering the shipment must provide the following information at booking time: Shipper contact name and 24/7 contact information in order to verify shipping information.

## 13.0 Crates

13.1 Lumber used to construct crates must be suitable to withstand the rigors of ocean, air, and land transportation as well as exposure to the elements while adequately ensuring the safety of material handlers and of the freight itself.

13.2 Fasteners used in construction of boxes, tie down of goods on skids, multiple bolting of goods to tie together or for other applicable uses, shall be those used by the industry. In all cases, the selection of these materials shall be dictated by weight, size and nature of goods being packed.

13.3 Dimensions of wood shall be considered as “nominal”. Lumber used shall be new, sound, and well-seasoned, free from loose knots and decay. Moisture content shall not be more than 20% or less than 10% when tested in accordance with commercial standards and of a standard of No.3 lumber or better. Knots in excess of one third (1/3) the width of the board will not be permitted. Knots and knot clusters located so as to weaken boards or so located as to interfere with nailing will not be allowed.

13.4 Plywood shall be a minimum of 3/8” (0.95 cm) thickness exterior grade CDX. Plywood will be used as determined by the type of load, weight of contents and estimated worst condition to which the material will be subjected. All plywood must be moisture resistant to prevent degradation and subsequent weakening when exposed to rain. Blocking and bracing should be at least 2 x 4’s lumber or greater, depending on the weight, size and nature of objects being packed.

13.5 All lumber used to construct crates must be heat treated and bear the ISPM 15 stamp. This is required for all crates being shipped international. Heat treat stamps must be a deep color (black or brown – NOT red) and visible on two opposite sides. See Figure 28. Any additional wooden dunnage used to load and secure cargo during transportation must also be fumigated or heat treated (ISPM 15).

13.6 Export boxes, framing and flooring, shall be No. 3 lumber or better, at minimum meeting industry standard for applicable situation, commercial grade, free from excessive knots or splits.

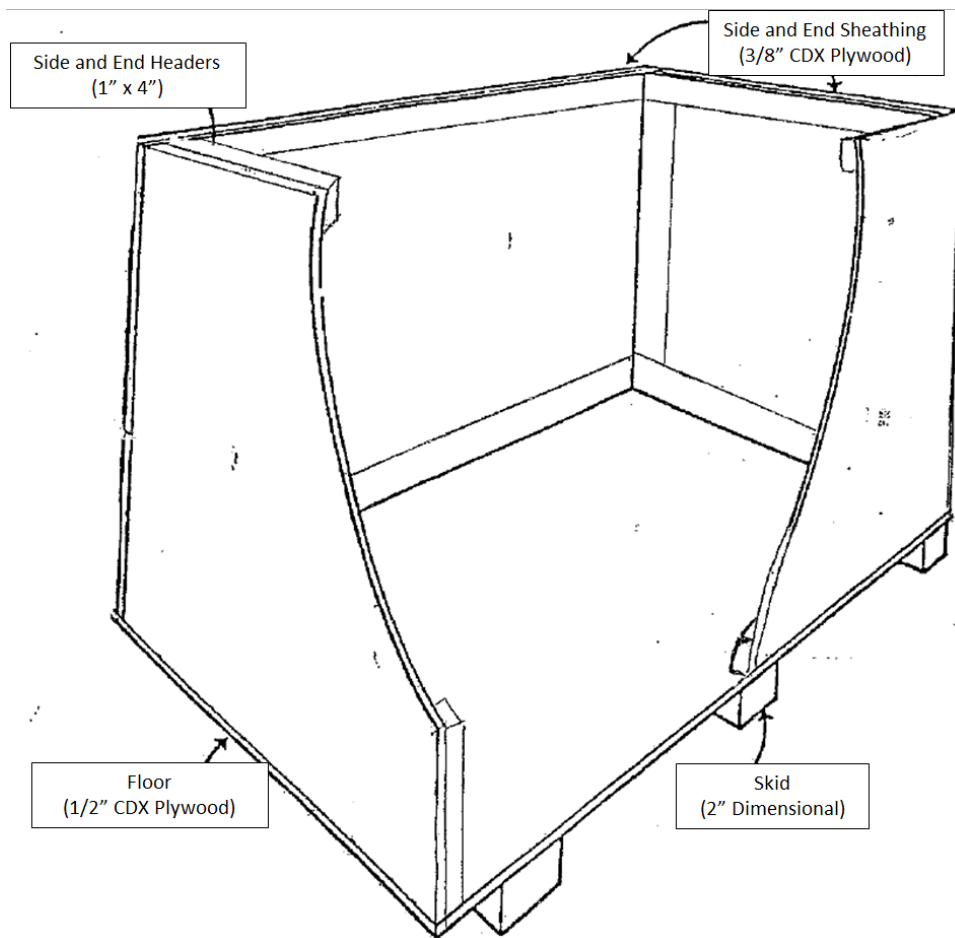
13.7 Exposed nails and staples present a risk to all material handlers and are unacceptable. Quality checks shall be performed to ensure crates do not pose a risk to downstream personnel.

13.8 Specifications – The following examples are the minimum specifications for the construction of crates.

Air, Ocean, HazMat Overpack Standard

Rated: 0 – 1,000 lbs. (0 – 454 kg)

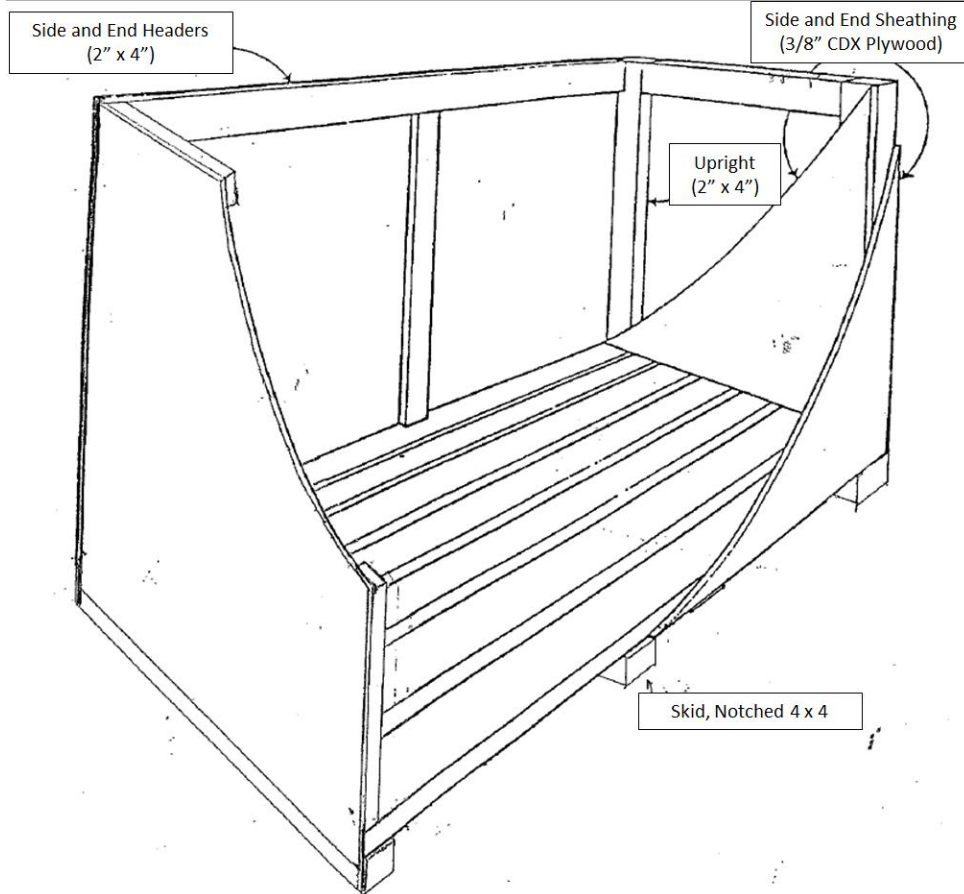
Side and end headers and uprights are to be 2" x 4" (5.1 x 10.2 cm). Side and end sheathing are to be constructed of 3/8" (0.95 cm) CDX plywood. Flooring is to be 1/2" plywood, and the skid must be constructed of notched 2" dimensional boards.



Medium Duty Standard

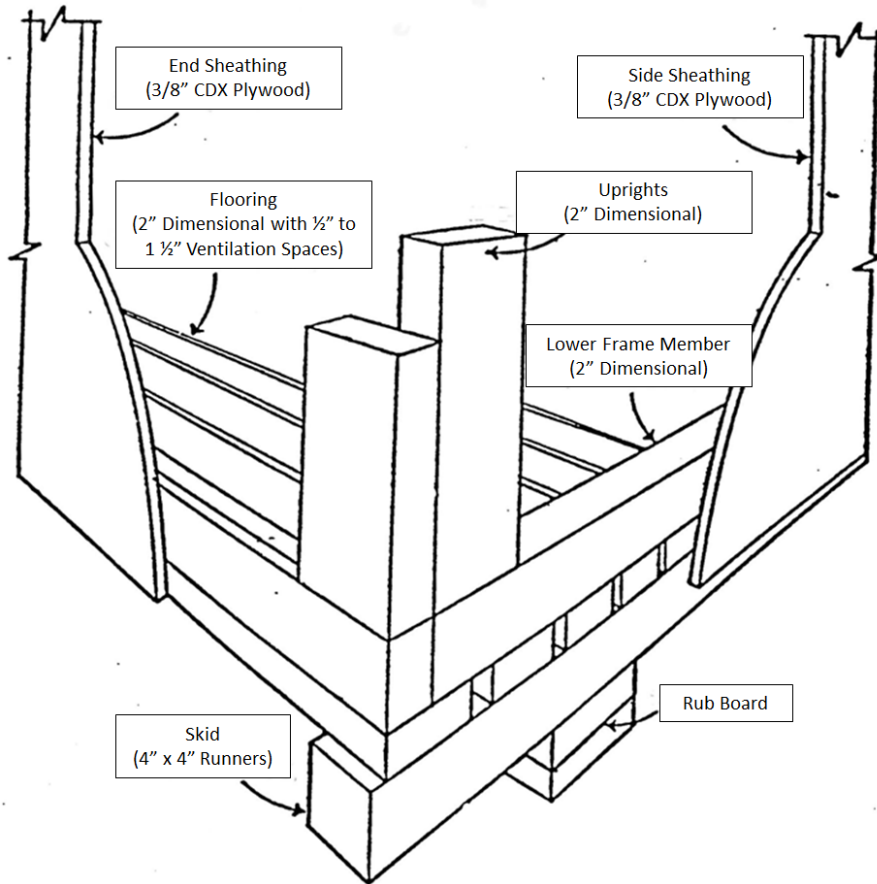
Rated: 1,000 – 5,000 lbs. (454 – 2268 kg)

Side and end headers and uprights are to be 2" x 4" (5.1 x 10.2 cm). Side and end sheathing are to be constructed of 3/8" (0.95 cm) CDX plywood. Flooring is to be 2" (5.1 cm) dimensional boards.

**Heavy Duty Standard**

Rated: &gt;5,000 lbs. (2268 kg)

Side and end sheathing must be 3/8" (0.95 cm) CDX plywood. Uprights and lower frame members must be 2" (5.1 cm) dimensional boards. Flooring must be 2" (5.1 cm) dimensional with 1/2" – 1 1/2" (1.3 x 3.8 cm) ventilation spaces. The skid must be constructed of 4" x 4" (10.2 x 10.2 cm) runners.



13.9 To ensure efficient use of truck/container space, crates should be custom-built for the size of the freight being transported without excess or unnecessary packing or dunnage.

13.10 Blocking and bracing within containers, skids, boxes is required to hold material and prevent movement and sliding. Braces and blocks will be placed against the structure being held in position in all directions.

13.11 "HALLIBURTON" shall be stenciled in RED block letters on three (3) sides of each crate along with a freight forwarder label to identify the forwarding agent for the movement (if applicable) as shown in Figure 24.

NOTE: This stenciling requirement is for crates only.

13.12 "Old" labels shall be removed from the crate or rendered illegible (i.e., blacked out) prior to forwarding.



13.13 If the nature of the freight (tool construction, liquid content, etc.) necessitates the need for the crate to remain upright, orientation arrows must be clearly marked on two opposite sides of the crate.

13.14 Crates shall have stenciled or labeled (See Figure 25 for an example):

Date

Shipment Number

Box Number

Weights and Dimensions

Ship-to Party



Figure 25

## 14.0 Documentation

14.1 When a certificate of quality/conformity/analysis (CQ, COC, or COA) is required, the documentation must accompany the materials upon arrival (at the cross dock or alternate destination) or be available upon request, per the contract agreement.

14.2 For all hazardous material shipments, a Material Safety Data Sheet (MSDS) shall be located with the packaging list.

## 15.0 Oversized Freight

15.1 Ocean – Large Ocean freight is limited by the size of the container. The maximum weight and dimensions are as follows in Figure 26.

Figure 26

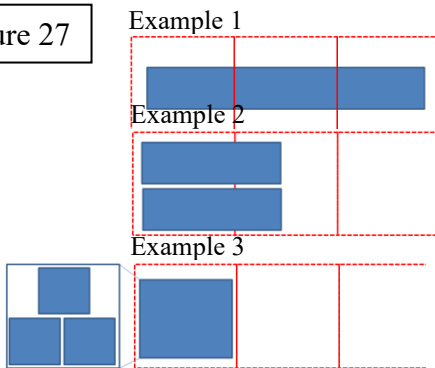
Size feet/inches	Door openings*		Internal dimensions*			Weight*			Volume* m3 cubic feet
	mm feet / inches		mm feet / inches			kg lb.			
	Width	Height	Length	Width	Height	Max. gross	Tare	Max. Payload	
20 standard 20' x 8' x 8'6"	2,339 7' 8"	2,274 7' 5 <sup>1</sup> / <sub>2</sub> "	5,896 19' 4 <sup>1</sup> / <sub>8</sub> "	2,350 7' 8 <sup>1</sup> / <sub>2</sub> "	2,393 7' 10 <sup>3</sup> / <sub>16</sub> "	30,480 67,200	2,280 5,030	28,200 62,170	33 1,165
40 standard * 40' x 8' x 8'6"	2,340 7' 8 <sup>1</sup> / <sub>8</sub> "	2,274 7' 5 <sup>1</sup> / <sub>2</sub> "	12,032 39' 5 <sup>5</sup> / <sub>8</sub> "	2,350 7' 8 <sup>1</sup> / <sub>2</sub> "	2,393 7' 10 <sup>3</sup> / <sub>16</sub> "	32,500 71,650	3,700 8,157	28,800 63,493	67 2,366

\* The above dimensions are for standard containers. 40' and 45' high cubes are also available if the need arises; however, the use of special containers requires pre-planning and should be requested as early as possible to ensure timely delivery.

\* Dimensions may vary slightly.

15.2 Air – In order to reduce cost, it is imperative that the dimensions of a standard air pallet (10 ft. x 12 ft.) be considered when preparing shipments. Keep in mind that when shipping by air, the cost is determined by the volume measured in cubic feet. Refer to Figure 27 below. If a single tool is shipped occupying three air pallets, as in example #1, the cost is substantial. If the tool is designed so that two pieces could be shipped side by side, as in example #2, the shipping cost per tool would be cut by 50%. Further, if the tool was designed to be packaged in three pieces, stacked on top of each other, as in example #3, the shipping cost per tool would be cut by 67%. (Custom crates can be built for such shipments.)

Figure 27



15.3 Larger Freight – For tools and equipment too large to fit into a standard container or air pallet, other options are available such as break bulk, roll-on/roll-off vessel, flat container, open top container, and others. These options will often have substantially higher costs associated with them, but the Global Logistics movements group can help find the best available rate.

## 16.0 Banding Requirements

16.1 Steel banding shall NOT be used on poly drums, poly pails, or bags. Poly or nylon banding shall be for these items.

16.2 The total strength of the banding shall be equal to or greater than the load both laterally and longitudinally. For example, if a load weighs 1,000 lbs. (453.59 kg), the banding must equal 1,000 lbs. (453.59 kg). Thus, two bands with a break strength of at least 500 lbs. (226.80 kg) each will be sufficient laterally, and the same banding is required longitudinally.

## 17.0 Pallet Specifications

17.1 The thickness of the deck boards shall be at least 5/8" (1.71 cm).

17.2 The height of the pallet shall be at least 4 ½ inches (11.43 cm).

- 17.3 The maximum space between the deck boards shall not exceed 1 ½ inches (3.8 cm).
- 17.4 The bottom deck boards must also be at least 5/8” (1.71 cm) thick, and at least 3 ½” (8.9 cm) wide.
- 17.5 The grade of the wood shall be Grade #4 or better.
- 17.6 All pallets must be four-way entry types.
- 17.7 Heat treated (ISPM 15) pallets are required for all international moves. Heat treat stamps must be a deep color (black or brown – NOT red) and visible on two opposite sides. See Figure 28. Any additional wooden dunnage used to load and secure cargo during transportation must also be fumigated or heat treated (ISPM 15).



Figure 28

17.8 Pallet dimensions that can be situated to equal a 90” width facilitate the most efficient use of space when loading a container, resulting in cost savings. Therefore, the use of a 45” x 45” (114 cm x 114 cm) or 42” x 48” (107 cm x 122 cm) pallet is preferred (See Figure 29). However, this is only allowable if bags/pails do not overhang the pallet. If overhang cannot be avoided using these dimensions, alternate sized pallets may be used. If pallet dimensions other than those mentioned above are used, the width (smaller of the two dimensions) of the pallet shall be no more than 45” (114 cm).

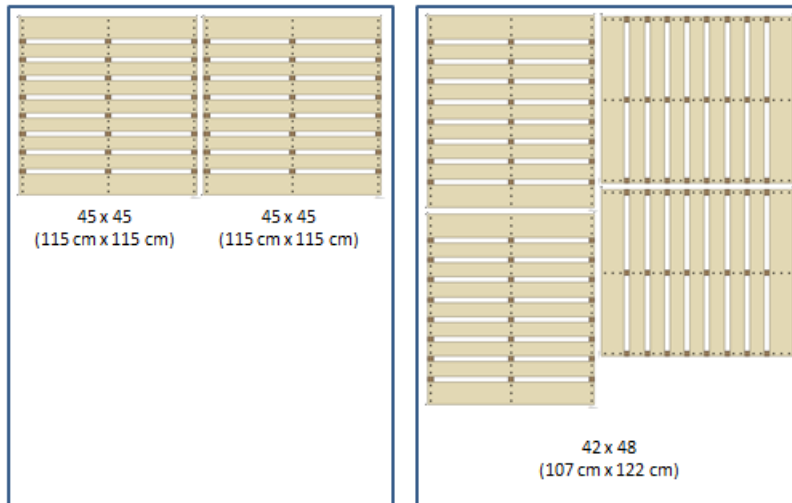
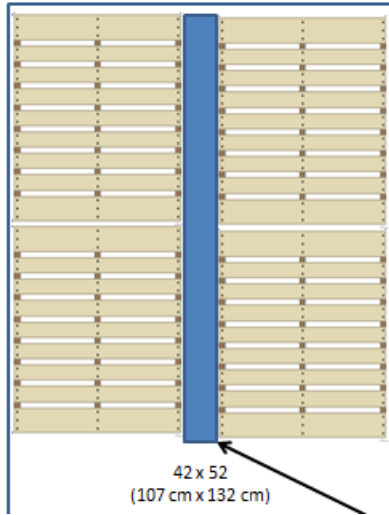


Figure 29



Unable to situate pallets to use full width of the container, resulting in 20 sq. ft. of unused space.

## 18.0 Document Revision Summary

Previous highlights from past revisions shall be removed. Changes are summarized in the table below.

Revision	Date	Description of change
2	10 Dec 2013	Various locations, edited typographical errors throughout the document.
2	10 Dec 2013	Various locations, edited plywood cap thickness from 1/2" to 3/8" to align with common acceptable practice.
2	10 Dec 2013	Page 1, Section 1, Added verbiage to clarify that the responsibility of proper packaging lies with the PSL/Materials, including when a third party is involved.
2	10 Dec 2013	Page 4, Section 5.3, Added requirements to include small packaging and packing materials.
2	10 Dec 2013	Page 9, Section 7.14, Added that the 8-mil thickness may be achieved with multiple layers of a thinner stretch wrap.
2	10 Dec 2013	Page 15, Section 12, Added minimum requirements for construction of crates.
2	10 Dec 2013	Page 21, Section 13.2, Clarified that MSDS is only required for hazmat shipments.
2	10 Dec 2013	Page 24, Section 16.7, Added that ISPM heat treat stamps are only required for international moves.
2	10 Dec 2013	Page 24, Section 16.8, Clarified that "width" refers to the smaller of the two dimensions of a pallet.
2	10 Dec 2013	Removed section referencing AAR banding requirements. The requirements previously listed were not mandated by law and therefore removed.
3	10 Jun 2015	Removed "All packing material shall be made of biodegradable substances." from Section 5.3.
3	10 Jun 2015	Added "of chemicals" to line 1 of Section 6.5
3	10 Jun 2015	Added "Number of bags per pallet" to #5 on Section 7.6
3	10 Jun 2015	Added "Four-way poly or nylon" to line 1 of Section 7.12
3	10 Jun 2015	Added "or nylon" to line 1 of Section 8.5

3	10 Jun 2015	Added “or labeled” to line 1 of Section 12.13
4	29 Jun 2020	Added new labeling requirement to include visible PO# and Export Marks on 2 sides of the pallet to Section 6.5. Added packaging for sensitive goods to Section 11.
5	5 Dec 2023	Added verbiage to include fumigation or heat treated (ISPM 15) requirements for dunnage used to load/secure cargo during transportation” for section 7.1, 8.1, 9.1, 10.1, 13.5 and 17.7
6	27 <sup>th</sup> June 2024	<ul style="list-style-type: none"> <li>- Amend of height of figure (14) from 115 cm to 11.5 cm</li> <li>- Adjusted formatting of table contents</li> <li>- Figures formats was adjusted in alliance with text</li> </ul>