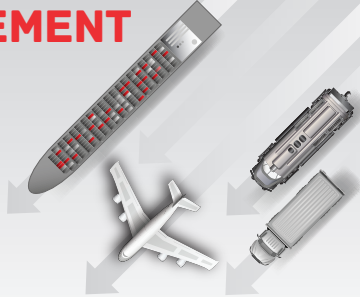**EXTREMELY DANGEROUS:**

CONFIDENCE IS IN SHORT SUPPLY

DG/hazmat shipping compliance is critical to the supply chain, but organizations often **lack the infrastructure** to keep pace with today's changing compliance and risk mitigation landscape.

DG/HAZMAT SHIPPING RISK MANAGEMENT

There are **1.4 MILLION** U.S. DG shipments per **DAY** [1]

Over $2.3 Trillion
in hazmat goods shipped across the U.S. annually. [2]

FLAMMABLE GAS

OVER 2.5 BILLION tons shipped annually. [3]

307524
Over 300 Billion Miles Traveled [4]

3,600+ ITEMS CONSIDERED TO BE **DANGEROUS** [5]

DG/HAZMAT COMPLIANCE BECOMING MORE DIFFICULT

The landscape for shipping dangerous goods (DG) and hazardous materials (hazmat) continues to evolve. A greater number of goods are now classified as "hazardous" and shipping regulations continue to expand and become more complex, making compliance more essential than ever.

FLAMMABLE GAS 2 · POISON 6 · NON-FLAMMABLE GAS 2 · FLAMMABLE SOLID · ORGANIC PEROXIDE 5.2 · EXPLOSIVE 1.1 A 1 · CORROSIVE 8 · RADIOACTIVE II 7 · TOXIC GAS · OXIDIZER 5.1 · FLAMMABLE LIQUID 3

TRUTH IN NUMBERS

According to a Labelmaster Industry Compliance Confidence Survey, a large number of companies are not confident in their ability to be consistently compliant across their entire supply chain.

62% are not very confident that their supply chain partners are as good as they are in keeping compliance.

OVER 20% are not very confident that compliance is consistent across their own organizations.

This is alarming when you consider the number of divisions and locations within an organization that may ship hazmat, and the number of parties involved throughout the supply chain, including carriers, distributors, 3PLs and more.

WHAT IS THE ROOT CAUSE OF THIS UNCERTAINTY
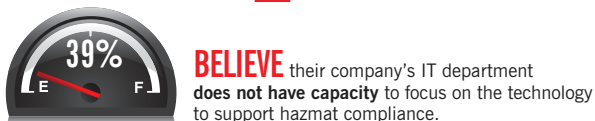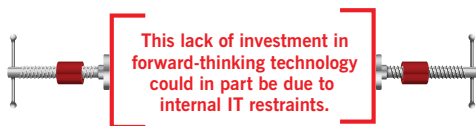
LACK OF FOCUS AT SENIOR LEVELS

Compliance is often not a high priority for companies because it is not deemed important to its core business, or they simply do not have the infrastructure needed to create a culture of compliance. And this lack of focus starts at the top.

81% believe that the C-suite is not forward-thinking related to the business impact of shipping compliance—with 15% claiming their senior leaders' focus is behind today's requirements.

This apathy has resulted in major gaps in the resources and infrastructure necessary to ensure compliance.

OVER 70% believe their company's **training and operations budget** for hazmat compliance is not forward-thinking— with **over 10% saying it is behind today's requirements**.

NEARLY 30% believe their companies **do not have the infrastructure in place** to provide real-time instruction and processes across their organization as well as with business partners.
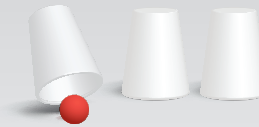
Simply meeting today's requirements is not enough. As new regulations are issued every year and are increasingly **more complex**, shippers need the **right tools** to stay up to date with emerging regulations then guarantee compliance—regardless of division, location or transportation mode.
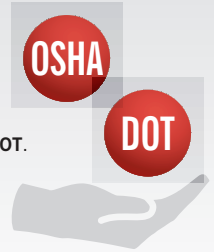
TECHNOLOGY IS NOT FORWARD-THINKING

31% DO NOT BELIEVE their companies have the right technology in place to meet emerging regulations.

IN FACT, 77% BELIEVE the technology in place is not forward-thinking—with **13% claiming their technology is behind today's equirements**.

This lack of investment in forward-thinking technology could in part be due to internal IT restraints.

39% BELIEVE their company's IT department **does not have capacity** to focus on the technology to support hazmat compliance.

COMPLIANCE RESPONSIBILITY SHIFTS

Compliance challenges are compounded by responsibility shifts within many organizations. While historically managed by a single department, hazmat compliance now often involves multiple divisions—creating a **lack of clarity on "ownership" of compliance.**

62% INDICATED that their companies have already begun to **merge roles and responsibilities** between **OSHA** and **DOT**.

OSHA

DOT

The responsibility shift may mean **less expertise** by those managing compliance, **less consistency** across the organization and **less confidence** in being compliant.

INFRASTRUCTURE + TECHNOLOGY = COMPLIANCE CONFIDENCE

With a changing and increasingly complex DG/hazmat shipping landscape, compliance is more critical than ever. By making hazmat compliance a priority and investing in forward-thinking technology, shippers can be confident that their operations teams, suppliers, distributors and partners are all fully compliant with the latest rules and regulations.

Labelmaster offers a fully integrated suite of **software**, electronic and **print regulatory publications**, **training materials** and **consulting services** to help companies efficiently and cost-effectively manage all DG/hazmat shipping and ensure compliance with the latest regulations.

LABELMASTER®
SOFTWARE   PRODUCTS   SERVICES

Don't lack confidence in your hazmat compliance—get the technology and resources you need from Labelmaster today. **Learn more at labelmaster.com**.

**labelmaster.com
800.621.5808**

1 "Defense Transportation: DOD Needs To Take Actions To Improve The Transportation Of Hazardous Material Shipments." United States Government Accountability Office. http://www.tarucking.org/ATA%20Docs/What%20We%20Do/Trucking%20Issues/Documents/Govt%20Traffic/GAO-14-375.pdf

2 "2012 Commodity Flow Survey Hazardous Materials." United States Department of Transportation. http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/commodity_flow_survey/2012/hazardous_materials/table1a

3 "2012 Commodity Flow Survey Hazardous Materials." United States Department of Transportation. http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/commodity_flow_survey/2012/hazardous_materials/table1a

4 "2012 Commodity Flow Survey Hazardous Materials." United States Department of Transportation. http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/commodity_flow_survey/2012/hazardous_materials/table1a

5 "Title 49 CFR 172.10 Hazardous Materials Table." United States Department of Transportation.