

The 45th edition of the IATA Dangerous Goods Regulations become effective from 1st January 2004.

The following are the main changes which will become effective then.

The IATA DGR has always prided itself as being the most user-friendly of the modal dangerous goods regulations, and efforts to maintain this position continue. Table 2.1A ? the list of Dangerous Goods Forbidden in Aircraft Under Any Circumstance is being deleted since every item in that list appears in Table 4.2 List of Dangerous Goods. More ink and trees will be saved by the deletion in Section 3 Classification of the extracts from the UN Manual of Tests and Criteria solely dealing with the tests for Classes 3, 4 and 5, which are of little value in the current format. Many State and Operator variations have been added, modified or even deleted. It is important to ensure that the current regulations are complied with. The US has recently increased the maximum liability for certain violations to \$32,500 ? so beware and be aware!

Users of the Regulations will be aware of the forthcoming change in the sequence of the basic description of the dangerous goods on the Shipper's Declaration. Currently there are three sequences acceptable and it had been intended to reduce this to just one from 1st January 2005 ? however getting intermodal agreement of a start date has taken longer than expected and the objective of the UN is now to allow a single sequence from 1st January, 2007. Examples of the three acceptable formats are:

Acetyl chloride, 3 UN 1717, II, 8
Acetyl chloride, 3 (8), UN 1717, II
UN 1717, Acetyl chloride, 3 (8), II * * effective 1 January, 2007

The IATA requirement for shippers to mark the net quantity of dangerous goods in each package or overpack adjacent to the relevant UN number and Proper Shipping Name becomes mandatory on 1st January 2004. Section 7.1.5.1 (d) now specifies that this marking is required for Classes 2 to 6, Class 8 and UN1845 (Dry Ice). Packages containing diagnostic specimens are not required to have this marking. However when dry ice is used as a refrigerant the net quantity of dry ice must be shown. The marking 'may' be shown on packages containing Class 9 items. Shippers

of Consumer Commodities will be relieved that there is no requirement for this marking on such packages.

Packing instruction 650 is amended. The minimum size requirements for packages has been amended to allow packages smaller than 100 mm (4in) in the smallest overall dimension, however, packages must have one side at least 100 x 100 mm. The required marking is now just DIAGNOSTIC SPECIMENS since the packing instruction is now multi-modal.

A new "Keep away from heat" label is introduced for self-reactive substances of Division 4.1 and organic peroxides of Division 5.2 in the 45th edition of the IATA DGR, optional for the first year and then mandatory from 1 January 2005. Whenever substances are subject to Special Provision A20 this label will be required.

Classification issues surrounding Infectious substances have long been the source of confusion and worry. The 45th edition of the IATA DGR provides both the current regulatory situation and the best possible advance notice of the considerable changes which will become effective 1st January 2005. These changes have not yet been finalised by the ICAO Dangerous Goods Panel.

The current regulatory situation. There is no change to the definition or classification procedure for infectious substances. Specific reference has now been included in the definition of diagnostic specimens to identify that substances being shipped for diagnostic purposes may contain or be suspected of containing pathogens. This reflects text produced by ICAO at the end of 2002 clarifying the intent and application of the definition of diagnostic specimens.

The advance information takes the form of a new Appendix I, which has used the provisions applicable to infectious substances as reflected in the 13th edition of the UN Modal Regulations (UN Orange Book), and has editorial comments to assist users in understanding the implications of the changes. This is not currently the law but is a strong indication of what the law will be from January 2005. The following points are taken from this appendix and must be verified against the regulations as they appear in the 46th edition of the DGR in 2005. Infectious substances will be classified into two categories from January 1, 2005. Category A is an infectious substance which is capable of causing permanent disability, life threatening or fatal disease to humans or animals. There is a list of

indicative examples of infectious substances included in Category A. Category B is an infectious substances that do not meet the criteria of Category A. Normally these will be consigned as "Diagnostic specimens". The appendix provides the details of all the likely consequential changes throughout the DGR related to classification, special provisions, packing instructions and incident handling, damage reporting procedures.



IATA Dangerous Goods Regulations

45th Edition
Effective 1 January 2004

ADDENDUM
Posted December 2003

Users of the IATA Dangerous Goods Regulations are asked to note the following amendments and corrections to the 45th Edition, effective from 1 January 2004. This list includes the latest corrections and additions to the 2003 – 2004 ICAO Technical Instructions published December 2003.

Wherever possible, change or amendments to existing text have been highlighted (in yellow - PDF or grey - hardcopy) to help identify the change or amendment.

New or Amended Operator Variations (Section 2.9.4)

Amend AC (Air Canada)

AC-03 Show as "Not used."

New AF (AIR FRANCE)

AF-06 Dangerous goods in consolidations will not be accepted for transport and handling, with exception for ID8000 (consumer commodities) and UN1845 (carbon dioxide, solid - or dry ice) when used as a refrigerant for non-dangerous goods (see 8.1.2.4).
Dangerous goods in a consignment of multi-packages originating from a single shipper are permitted.

New PR (Philippine Airlines)

PR-02 Wheelchairs or other battery-powered mobility devices with spillable batteries will not be accepted for carriage as checked baggage (see 2.3.2.4 and 9.3.15).

PR-03 Fuel containers for camping stoves that have contained a flammable liquid fuel will not be accepted for carriage as checked baggage (see 2.3.2.5).

Section 3

Pg. 93 – 3.6.2.2.1: Add missing reference to last sentence as shown:

Infected live animals must not be transported by air unless exempted in accordance with 2.1.2.

Section 5 (PI = Packing Instruction)

Pg. 438 – PI 650: Amend text as shown:

Each package and the "Nature and Quantity of Goods" box of the air waybill must show the text "DIAGNOSTIC SPECIMENS". Each package ~~must~~ **may** also be marked in accordance with 7.1.5.8 to indicate that the shipper has determined that the packaging meets the applicable air transport requirements. The marking must be applied adjacent to the words "Diagnostic Specimens".

Pg. 494 – PI 910: Amend paragraph (m) to read:

Packages ~~must~~ **may** be marked, as specified in 7.1.5.8 to indicate that the shipper has determined that the packaging meets the applicable air transport requirements.

Section 6

Pg. 506 – 6.0.3.6.1: Amend reference as shown:

The letter “V” may follow the packaging code, this signifies a “Special Packaging” conforming to the requirements in 6.3.1.3. The letter “U” may follow the packaging code, this signifies a “Special Packaging” for infectious substances conforming to the requirements in ~~6.6.3~~ **6.6.2**.

Section 7

Pg. 538 – 7.1.5.1 **General**

Unless otherwise specified in these Regulations, each package and overpack containing dangerous goods must be marked, durably and legibly on the outside of the package or overpack,

- d) for Classes 2 to 6, Class 8 and UN 1845 – Carbon dioxide, solid (dry ice): the NET QUANTITY of dangerous goods contained in each package ~~or~~ **and** overpack must be shown. Where the maximum quantity shown in Columns H, J and K in subsection 4.2 is a gross weight, the GROSS WEIGHT of the package or of each package within the overpack must be shown. This quantity must be marked on each package or overpack adjacent to the UN Number and Proper Shipping Name required by (a), above. **Except for Carbon dioxide, solid (dry ice), this requirement only applies to consignments of more than one package.**

Pg. 539 – 7.1.5.8 **Air Eligibility Markings**

Packages, including those used for limited quantities of dangerous goods, ~~must~~ **may** be marked to indicate that the shipper has determined that the package meets the applicable air transport requirements. **If the marking is applied, the following requirements must be met:**

- The marking must be applied as prescribed in 7.1.3.1 and 7.1.3.2 and must be placed adjacent to the Proper Shipping Name and UN number markings prescribed in 7.1.5.1(a);
- The marking must be durable, legible and of such a size relative to the package as to be readily visible;
- The marking must include the symbol consisting of an aircraft within a circle and may include the words “Air Eligible”.

Section 8

Pg. 563 – 8.1.3.6: Amend first sentence as shown:

When a substance, which is implicitly a solid according to the definition of “liquid” in **Appendix A** is offered for air transport in the molten state, the word “molten” must be added to the Proper Shipping Name shown in the List of Dangerous Goods, unless it is already included.

Section 9

Pg. 593 – 9.3.15.1(b): Revise last dot point as shown:

- these packagings must be marked “BATTERY, WET, WITH WHEELCHAIR” or “BATTERY, WET, WITH MOBILITY AID” and be labelled with the “Corrosive” label (see Figure 7.3.PU), and with the “package Orientation” label (see Figure 7.4.D and Figure 7.4.E).

Appendix E

Pg. 695 – Bahamas: Amend telephone number as shown:

Director of Civil Aviation
PO Box N-975
Nassau NP
BAHAMAS

Tel: +1 242 327 7281

Pg. 701 – Philippines: Amend details as follows:

Chief Air Safety Division
Air Transportation Office
Old MIA Road
Manila International Airport
Pasay City – 1300
PHILIPPINES

Tel: +63 (2) 879 9112

Fax: +63 (2) 831 6215

AFTN: RPLLYAYX

Appendix F1

Pg. 723 – BRAZIL. Amend contact telephone numbers for A Imer do Brasil Ltda. As shown:

A Imer do Brasil Ltda. 21-3390 6477
Rio de Janeiro 21-3390 6308

A Imer do Brasil Ltda. 21-2450-9300
Rio de Janeiro 21-2450-9301

Appendix F2

Pg. 738 – Netherlands. Amend details for Centrum TNO Verpakking as follows:

TNO Product Testing and Consultancy B.V.
Packaging Research Department
P.O. Box 6031
2600 JA Delft
NETHERLANDS

Tel: +31 15 269 6487

Fax: +31 15 269 6280

E-mail: packaging@ind.tno.nl

Website: www.tno.nl/packaging