

## SIGNIFICANT CHANGES AND AMENDMENTS TO THE 57TH EDITION (2016)

The 57<sup>th</sup> edition of the IATA *Dangerous Goods Regulations* incorporates all amendments made by the Dangerous Goods Board and includes addenda issued to the 2015–2016 edition of the ICAO Technical Instructions. The following list is intended to assist the user to identify the main changes introduced in this edition and must not be considered an exhaustive listing. The changes have been prefaced by the section or subsection in which the change occurs.

### 1—Applicability

**1.3.3—Dangerous Goods in Consolidations.** This has been slightly revised and a definition of “consolidation” included.

### 2—Limitations

#### 2.3—Dangerous Goods Carried by Passengers or Crew

The provisions applicable to portable electronic devices, including medical devices containing lithium batteries and spare batteries, 2.3.4.7 and 2.3.5.9 have been revised to make specific reference to portable oxygen concentrators (POC) as a portable medical electronic device (PMED) as well as revising the list of portable electronic devices (PED) to make reference to the more common items, including power banks, which must be treated as spare lithium batteries and are limited to carry-on baggage only.

**Table 2.3.A**—has been restructured to list all items in alphabetical order. The columns indicating the qualifying conditions applicable, approval of the operator, permitted in checked baggage, carry-on baggage and information to the pilot-in-command, have been moved to the right-hand side of the table to improve readability.

#### 2.8—State and Operator Variations

There are revisions to the variations submitted by France as well as variations now submitted by Nepal and Venezuela. In addition there are a number of additions, deletions and amendments to variations submitted by operators.

### 5—Packing

**5.0.1.3**—the exceptions from the prohibition on loading packages containing dangerous goods in a unit load device have been expanded on to include those to which this restriction does not apply and to align the list and format to that shown in 9.1.4.

**5.0.1.5**—an additional paragraph has been added to clarify that an overpack containing dangerous goods may also contain packages of goods not subject to the Regulations.

**5.2.0.6**—the content of paragraph 5.2.0.6.1 has been moved to become subparagraph (c) in PI 200. This has been done to align to P200 in the UN Model Regulations in advance of additional requirements that will be added to PI 200 in the 58<sup>th</sup> edition.

#### Packing Instructions

**PI Y963**—text has been added to this packing instruction to identify those substances that are permitted to be classified as ID 8000, Consumer commodities as provided for in Special Provision A112. Text has also been added to clearly identify that other dangerous goods must not be packed in the same outer packaging with substances classified as consumer commodities.

**PI 965**—text has been added into Section IB to require the outer packagings to be rigid. To reinforce this requirement the permitted packagings tables in Section IB and Section II have been modified to identify the descriptions of outer packagings permitted, e.g. wooden boxes, fibreboard boxes, fibre drums. The same changes have been made to Section II of PI 966—PI 970 and Section IB of PI 968.

**PI 966 and PI 969**—text has been added to clearly identify what may be considered as “equipment” for the purposes of the packing instructions. The same clarifying text has been added to PI 967 and PI 970.

**PI 967 and PI 970**—a provision limiting the exception from application of the lithium battery handling label on packages with lithium batteries contained in equipment where there are no more than four cells or two batteries in the package. The exception from the application of the lithium battery handling label will only apply where there are no more than two such packages in the consignment. To provide time for shippers to modify their shipping processes to apply the lithium battery handling label to packages when there are more than two

packages in a consignment a 12-month transition period has been provided for, although shippers are recommended to implement this requirement as soon as possible.

## **8—Documentation**

**8.1.6.9.2**—clarification has been added to identify that it is acceptable to show on the Shipper's Declaration the number of packages by use of numbers or words.

## **9—Handling**

**9.4.4**—a new paragraph has been added with recommendations on actions to be taken where packages are found to be damaged or leaking. These recommendations are not for packages of dangerous goods, which are already addressed in 9.3.6, but rather for other cargo, where there may be GHS markings evident on packages and for which there may be a risk to persons or the environment.

## **10—Radioactive Materials**

**10.7.1.3**—the text on the requirement for packages to bear the permissible gross weight has been clarified.

**Appendix D**—contact details for competent authorities have been updated.

**Appendix E**—changes have been made to the list of UN Specification Packaging Suppliers (E.1) and the Package Testing Facilities (E.2).

**Appendix F**—the list of Sales Agents (F.2), IATA Accredited Training Schools (F.3—F.5) and IATA Authorised Training Centres (F.6) have been revised.

**Appendix H**—has been added to this edition of the DGR to provide the detail of the changes that will come into effect as of 1 January 2017 based on the adoption of the changes arising from the 19<sup>th</sup> revised edition of the UN Model Regulations as well as the changes that have been agreed to date by the ICAO Dangerous Goods Panel for inclusion into the 2017–2018 edition of the Technical Instructions. These changes include:

- an allowance, on the basis of testing, for a shipper to assign a substance to a class or division different to that shown in the List of Dangerous Goods, subject to the approval of the appropriate national authority.
- inclusion into Division 4.1 of classification criteria for polymerizing substances. New UN numbers and proper shipping names have been assigned to polymerizing substances. liquid and solid, stabilized and liquid and solid requiring temperature control. Those requiring temperature control are forbidden in air transport. The liquid and solid stabilized substances have been assigned to PI 459.
- the entries for “engines” currently assigned to UN 3166 have been assigned to new UN numbers in Division 2.1, Class 3 or Class 9 depending on the classification of the fuel, or fuel cell. New entries for machinery have also been assigned to the same UN numbers as for engines. New packing instruction PI 220, PI 378 and PI 972 have been added for these entries.
- a number of new and modified special provisions.
- replacement of the existing lithium battery handling label with a multi-modal lithium battery mark that replaces the existing wording showing the type of lithium cells and batteries with the applicable UN number(s). Associated with this is the introduction of a new Class 9 label specifically for lithium batteries. Both of these provisions have a 2-year transition period until the end of December 2018.