

Significant Changes to the 44th Edition (2003) IATA Dangerous Goods Regulations

The following is an indication of the significant changes that will appear in the 44th Edition of the IATA Dangerous Goods Regulations effective 1 January 2003. The changes are as a result of changes to the *United Nations Recommendations on the Transport of Dangerous Goods*, the *ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air* and industry recommendations.

Section 1 – Applicability

Section 1.0 Definition of “dangerous goods” changed to remove “significant” and “when transported by air”, addition of “environment” after “health, safety, property”. The new definition will read:

“Dangerous goods are articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in these Regulations or which are classified according to these Regulations.”

Section 1.5 Training requirements have been revised to include a new category “9” – Cargo acceptance staff (other than dangerous goods staff) of operators and agencies acting on behalf of operators. This category of personnel will be required to complete dangerous goods training in accordance with their responsibilities that will include; general philosophy, limitations, labelling and marking, Shipper’s Declaration and other relevant documentation, acceptance procedures, storage and loading procedures, provisions for passengers and crew and emergency procedures.

Section 2 – Limitations

Three new items have been added to the list of articles and substances acceptable for carriage by passengers and crew (Section 2.3 and Table 2.3.A). These are:

With operator approval in checked baggage only

- Liquid fuelled camping stoves – Provided that steps have been taken to nullify the hazard by draining and air-drying the fuel container, or rinsing the fuel container with cooking oil to raise the flash point, then wrapping the fuel container in absorbent material and placed in a polyethylene or equivalent bag. Where the liquid-fuelled camping stove is prepared in this manner it can be classified as non-hazardous.

With operator approval in baggage

- Avalanche rescue backpack – One per person equipped with a pyrotechnic trigger mechanism containing not more than 200 mg of explosive in Division 1.4S and not more than 250 mg of non-flammable, non-toxic compressed gas. The backpack must be packed such that it cannot be accidentally activated and the airbags in the backpack must be fitted with pressure relief valves.

Acceptable without operator approval

- Consumer electronic devices containing lithium or lithium ion cells or batteries – Articles such as watches, cameras, lap-top computers, video cameras containing lithium or lithium ion batteries when carried for personal use. Also spare batteries may be carried in carry-on baggage only, provided the battery terminals are protected to prevent short circuits, and each spare battery must not exceed 2 g of lithium for lithium metal or lithium alloy batteries or 8 g equivalent lithium content for lithium ion batteries.

Section 3 – Classification

Section 3.6.2 Diagnostic specimens have been assigned a UN Number (UN 3373), and the risk groups removed in relation to the classification of diagnostic specimens. Classification will either be as Infectious substances (UN 2814 or UN 2900), where the patient or animal has or may have a serious human or animal disease which can be readily transmitted and for which effective treatment and preventative measures are not usually

available, or as diagnostic specimens. The only exclusion will be blood for transfusion or preparation of blood products, and blood products or tissue/organs intended for transplant, which are not restricted.

Section 4 – Identification

Section 4.4 There a number of changes to the Special Provisions relating to lithium and lithium ion batteries. Special Provision A8 will be removed, A45 has been significantly revised and there is a new Special Provision A88 which applies to prototype lithium batteries. There is also a new Special Provision A99, which will allow for the transport of lithium batteries weighing more that that currently allowed on cargo aircraft only, if approved by the State of origin.

Section 5 – Packing

Section 5.0.2.12 There are further changes to the requirements on absorbent materials flowing from ICAO.

These changes will add Division 5.2 liquids to those requiring absorbent material and the current provisions regarding glass and earthenware inner packagings will be expanded to include plastic and metal inner packagings. Further, all Packing Group II liquids in Classes 3, 4, 5 or 8 and Division 6.1 on both passenger and cargo aircraft in combination packaging will require absorbent material.

Section 5.2 With the adoption, by the United Nations, of package design, construction, testing, inspection and marking criteria for gas cylinders, Packing Instruction 200 has been significantly revised and there are also new General Packing Requirements applicable to gas cylinders which will be incorporated at the start of Section 5.2.

The provisions of Packing Instructions 209 and 214 have been incorporated into Packing Instruction 200. As a result, Packing Instructions 209 and 214 will be deleted.

Section 6 – Packaging Specification and Performance Tests

As indicated above for Section 5, the *United Nations Recommendations on the Transport of Dangerous Goods* now include detailed provisions applicable to the design, construction, testing, inspection and marking of UN certified gas cylinders. This will result in the inclusion of new requirements as Section 6.4, that set out the requirements applicable to UN certified gas cylinders with the provisions applicable to refrigerated liquefied gasses being re-numbered as Section 6.5 and so on.

Section 7 – Marking and Labelling

Section 7.1.5 All packages and overpacks will have to be marked with the net quantity of dangerous goods in each package or overpack. This requirement has previously only applied to Class 1, Explosives. It will be expanded to cover all classes of dangerous goods.

Section 8 – Documentation

Section 8.1.6.9 Following the decision taken by the United Nations Committee of Experts to revise the sequence of information identifying the dangerous goods on the Shipper's Declaration for Dangerous Goods, two alternative sequences will be acceptable from 1 January 2003. Both sequences will be acceptable until 31 December 2004, after which the objective will be to revert to only one acceptable format and the current sequence will be deleted.

- The preferred sequence, at least for 2003, will be that currently acceptable and shown in the 43rd Edition (2002) of the Dangerous Goods Regulations. That sequence is Proper Shipping Name, Class or Division, UN Number or ID Number, Packing Group (where applicable) followed by Subsidiary Risk(s) (where applicable). E.g. **Acetyl alcohol 3 UN 1717 II 8**
- The acceptable alternative sequence will be:
UN or ID Number, Proper Shipping Name, Class or Division followed by the Subsidiary Risk (where applicable) in brackets and Packing Group. E.g. **UN 1717 Acetyl alcohol 3 (8) II**

Section 8.1.2.5 Extension lists for multi-page declarations of dangerous goods have previously only been required to include the page number and total number of pages and the Air Waybill number aside from the required information in the “Nature and Quantity of Dangerous Goods” area. This requirement will be modified to require that where multiple Shipper’s Declaration forms are used all forms must show the same information against “Aircraft Limitations” and “Shipment Type”.

Section 9 – Handling

Further to the changes in classification for diagnostic specimens, see Section 3 above, the requirements applicable to the special responsibilities in accepting infectious substances (Section 9.1.2) have been modified.

The current provisions requiring advance requirements between the shipper and operator can be impossible for the shipper to comply with, particularly where the shipper lodges the articles with a Postal Authority. Further the requirement for the shipping papers to show flight numbers are contrary to security provisions preventing the advice of flight numbers to shippers.

The changes to Section 9.1.2 will reflect that advance arrangements must be made between the shipper, operator or consignee. All reference to flight numbers has been removed.