

## **Significant Changes – 53<sup>rd</sup> Edition DGR**

### **2 – Limitations**

#### **2.3 – Dangerous goods Carried by Passengers or Crew**

A new paragraph has been added recommending that operators implement documented policy and procedures to address the operator approval of dangerous goods permitted in passenger and crew baggage. More detail on these recommendations is set out in 9.5.2.2.

**2.3.4.2** A note has been added to the provision for self-inflating life jackets to identify that small gas cartridges of 50 mL water capacity containing CO<sub>2</sub> or other Division 2.2 gases are not subject to the Regulations. This has been added to address passengers who may have bicycle tyre inflation kits which use these small cylinders and that these may be carried in baggage.

#### **2.7 – Dangerous Goods In Limited Quantities**

The provisions applicable to limited quantities have been restructured to bring in all of the requirements for different dangerous goods packed in the same outer packaging into 2.7.5. The text previously was referenced in 5.0.2.11 and 5.0.3.2.

### **4 – Identification**

#### **4.4 – Special Provisions**

**A44** – has been revised to clarify that the chemical kit or first aid kit must not contain substances that will react dangerously. In addition a note has been added to clarify that if the dangerous goods inside the kit are not assigned a packing group, that then no packing group need be shown on the Shipper's Declaration.

**A802** – is a new special provision assigned to entries in Table 4.2 that are not assigned a Packing Group, but that must, except when in limited quantities, be packed in UN specification packagings that meet Packing Group II performance standards.

**A803** – is assigned against all Class 8 solid and liquid entries in Packing Group III to reinforce that the substance must, except when in limited quantities, be packed in UN specification packagings that meet Packing Group II performance standards.

**A804** – is assigned to UN 2803, Gallium and UN 2809, Mercury to reinforce that these substances must be packed in UN specification packagings that meet Packing Group I performance standards.

**A805** – is assigned to UN1845, Carbon dioxide solid, Dry ice to clarify that it is permitted to be placed directly within an overpack, provided that overpack meets the requirements of Packing Instruction 954.

### **5 – Packing**

#### **Packing Instructions**

**953** – The requirement for the “magnetized material” statement has been clarified to identify that the information must be provided in the appropriate location on the air waybill, when used, or otherwise on alternative transport documentation.

**954** – The requirement for provision of information relating to the dry ice has been clarified to provide for an alternative when no air waybill is used. The information requirements when dry ice is presented in a unit load device have also been made more clear.

**965 – 970** – For lithium ion and lithium metal batteries. A note has been added to reinforce that the requirement for all lithium batteries to have successfully passed the UN tests applies to any batteries that have been refurbished or otherwise altered. In addition for lithium batteries meeting Section II it has been clarified that these batteries are subject to the restrictions applicable to carriage in passenger baggage, as provided for in 2.3; lithium

batteries are subject to restrictions applicable to air mail as set out in 2.4, and lithium batteries shipped in accordance with Section II are also subject to the provisions for reporting of incidents, accidents and occurrences as set out in 9.6.1 and 9.6.2.

**967 & 970** – For Section II lithium ion and lithium metal batteries contained in equipment the provision for information on the air waybill has been revised to make it clear that this only applies where the consignment includes packages bearing the lithium battery handling label.

## **7 – Marking & Labelling**

**7.1.4.1** – The requirements for marking overpacks have been clarified to show specifically which markings must be reproduced when not visible and which are not required.

## **8 – Documentation**

**8.1.1.1** – In recognition of the growing use of computer systems to generate the information on the Shipper's Declaration, text has been added to provide alternatives to strike out of the non-applicable aircraft limitation and shipments type. This alternative is set out in more detail in 8.1.6.5, 8.1.6.8, 10.8.3.5 and 10.8.3.8.

**8.1.6.9.2, Step 7** – The method of describing multiple overpacks has been expanded upon to align the text with that in Section 7 for marking of overpacks.

**8.2.3** – The provisions for information that must be provided on the air waybill for dangerous goods not requiring a Shipper's Declaration has been revised to reflect the changes that have taken place for substances and articles such as dry ice, magnetized materials, GMOs, etc.

## **9 – Handling**

**9.2.1.1** – New paragraphs have been added recommending that the distances shown in Tables 9.3.D and 9.3.E should be applied as a minimum to separate persons for temporary storage areas in cargo terminals, warehouses, etc.

**9.5.2.2** – This is a new paragraph setting out the recommendations for operators with respect to the management of dangerous goods permitted in passenger and crew baggage where operator approval is required.

**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 Package Testing Facilities (E.2).

**Appendix F** – The list of Sales Agents, IATA Accredited Training Schools and IATA Authorised Training Centres have been revised.

**Appendix H** — Appendix H in this edition includes all of the regulatory changes known at this time that will come into effect from 1 January 2013. The regulatory changes indicated are based on the changes that have been agreed by the United Nations Subcommittee of Experts and that have been adopted into the 17th revised edition of the Recommendations on the Transport of Dangerous Goods (Model Regulations) as well as those that have been agreed for adoption by the ICAO Dangerous Goods Panel into the 2013–2014 edition of the Technical Instructions.