

Posted December 20, 2004

Major changes to IATA Dangerous Goods Regulations 46th Edition effective 01 January 2005

It was only 101 years ago on December 17, 1903 in the early morning on the sandy hills of Kitty Hawk that the Wright brothers succeeded in accomplishing mankind's first controlled and sustained motorized flight. It was this very moment that mankind gained wings. The Wright brothers never thought that their small flight would develop into today's mass air transportation propelled by jet engines. Neither did they ever think that the airplanes would be used as terrorists' tools to challenge peace. Aircraft technologies have advanced at an unbelievable speed and aircrafts are now an indispensable transport means in promoting international trade. Today, live animals, seafood, machinery, pharmaceuticals, chemical products and millions of other merchandise are being transported by air.

ICAO became active in regulating air transportation of dangerous goods from 1953. Accordingly,

IATA issued its first edition of the regulation pertaining to the handling of dangerous goods in 1956 to serve as a user friendly manual for the industry. It is coincidental that I have joined Pan American World Airways in the same year, 1956, and started my career with air transportation. The first edition was called the Restricted Articles Regulations, and in those days dangerous goods were termed as Restricted Articles and an abbreviation of REART was used. Nowadays, the regulation is called Dangerous Goods Regulations and articles and substances falling under this category are called DG instead of REART. The "R" of REART however is still alive in the 3-letter codes, i.e. RFL, RPB, RCM and etc.

ICAO publishes the Technical Instructions for the Safe Transport of Dangerous Goods by Air once every two years, and IATA publishes the IATA Dangerous Goods Regulations once every year based on changes introduced in the ICAO Technical Instructions. The ICAO Technical Instructions for next year happens to be its 2005/2006 Edition therefore the Year 2005 IATA Dangerous Goods Regulations 46th Edition contains quite a number of changes. The changes herein indicated are only the representative ones, and you are invited to refer to the actual DGR to ascertain all the other amendments which are so marked on the margin of the Regulations.

Following are some of the major changes.

Changes pertaining to Section 1 " Application "

1.2.7 A new paragraph has been added to emphasize that Customs or other authorities opening packages of dangerous goods have a responsibility to ensure that the

package is restored to its original condition “ by qualified persons ” before the package is placed back into transport.

1.3.2 Additional text has been added to identify that dangerous goods must be packaged in accordance with the identified air transport requirements.

1.3.3.1 The special arrangement applicable to shippers of infectious substances have been deleted.

Table 1.5.A The table has been extensively revised and there are now 12 categories. These categories have been grouped under 4 headings, “ shipper and packers ”, “ freight forwarders ”, “ operators and ground handling agents ” and “ security screeners ”. The table also includes a recommendation that persons, other than those specifically identified, may benefit from dangerous goods training.

Table 1.5A Content of Training Courses

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Shippers and Packers		Freight Forwarders			Operators and ground handling agents						Security Screeners
	1	2	3	4	5	6	7	8	9	10	11	12
General philosophy	X	X	X	X	X	X	X	X	X	X	X	X
Limitations	X		X	X		X	X		X	X	X	X
General requirements for shippers	X		X			X						
Classification	X	X	X			X						
List of dangerous goods	X	X	X			X				X		
General packing requirements	X	X	X			X						
Labelling and marking	X	X	X	X	X	X	X	X	X	X	X	X
Dangerous goods transport document and other relevant documentation	X		X	X		X	X					
Acceptance procedures						X						
Recognition of undeclared dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X
Storage and loading procedures					X	X		X		X		
Pilots' notification						X		X		X		
Provisions for passengers and crew	X	X	X	X	X	X	X	X	X	X	X	X
Emergency procedures	X	X	X	X	X	X	X	X	X	X	X	X

KEY

1 — **Shippers** and persons undertaking the responsibilities of shippers'

2 — **Packers**

3 — **Staff of freight forwarders** involved in processing dangerous goods

4 — **Staff of freight forwarders** involved in processing cargo (other than dangerous goods)

5 — **Staff of freight forwarders** involved in the handling, storage and loading of cargo

6 — **Operator's and ground handling agent's staff** accepting dangerous goods

7 — **Operator's and ground handling agent's staff** accepting cargo (other than dangerous goods)

8 — **Operator's and ground handling agent's staff** responsible for the handling, storage and loading of cargo

and baggage

9 — **Passenger-handling staff**

10 — **Flight crew members and load planners**

11 — **Crew members** (other than flight crew members)

12 — **Security staff** who deal with the screening of passengers and their baggage and cargo

Note 1. — Depending on the responsibilities of the person, the aspects of training to be covered may vary from those shown in the table. For example, it may be more appropriate for a packer to cover the aspects with which a shipper should be familiar

Please note that this is a draft taken from the ICAO DGP Report and may vary slightly in the 46th edition of the IATA Dangerous Goods Regulations. Check against the new DGR when available.

1.6 Dangerous Goods Security

This new subsection incorporates the UN recommendations with regard to the

security responsibilities of persons involved in the transport of dangerous goods. While the content of 1.6 is only a recommendation, it is anticipated that States will adopt the UN provisions as mandatory requirements into the appropriate road regulations and therefore shippers of dangerous goods will have to comply with the road mode security provisions. The United States introduced a new variation USG-17 which states “ shippers and operators must comply with the security requirements as prescribed in Part 172, subpart 1, as applicable ” making it mandatory for shipments to, from or within the United States the comply with Section 1.6.

Changes pertaining the Section 2 “ Limitations ”

- 2.3 Dangerous Goods Carried by Passenger or Crew. Amendments have been made to requirements applicable to ammunition and to the carriage of aerosols.
- 2.7 6.2 Dangerous Goods in Excepted Quantities. The restriction on completion of the label by a consolidator, forwarder or an IATA cargo agent in 2.7.6.2 has been removed. As explained in the changes pertaining to Section 8, alike the Shipper’s Dangerous Goods Declaration, consolidators, forwarders and cargo agents may complete and sign the Excepted Quantity Label. The party who placed the signature on the Declaration will be held responsible for any errors or omissions.
- 2.9.2 State variations. Canada, France, Saudi Arabia, South Africa, Ukraine, United Kingdom and the United States have advised of amendments to their State variations. China has lodged a State variation CNG-01 where it says operators must obtain prior written approval from General Administration of Civil Aviation of China to carry dangerous goods on aircraft to, from or over China. Requirement for Emergency Response Telephone Number has increased. In addition to USG-12, Canada (CAG-15 and CAG-16), France (FRG-09), Sri Lanka (VCG-07), South America (ZAG-04) joined the team. Operators requiring emergency phone numbers on the Declaration, AWB or the package, as applicable, have also increased to EK-01, GF-06, IC-11, JJ-03, JL-11, KA-06, LH-08, MH-04, MX-10, PZ-03, RG-06, SK-06, SQ-08, TK-02, TN-01 and TR-06.
- 2.9.4 Operator variations. There are a significant number of additions, deletions and modifications to the operator variations.

Changes pertaining to Section 3 “ Classification ”

- 3.2.5.2 The classification of flammable and non-flammable aerosols has been revised to reflect the changes to the UN Model Regulations 13th edition.
- 3.6.2 The classification of infectious substances, and biological products has been completely revised to remove all references to risk groups. The details introduced in Appendix “ I ” of the 45th Edition have all been incorporated into the Dangerous Goods Regulations. The classification of “ Diagnostic specimens ” has been removed, and a new classification “ Cultures (laboratory stock) ” has been added.

3.6.2.1. Definition

3.6.2.1.1 Infectious substances

3.6.2.1.2 Biological products

3.6.2.1.3 Cultures (laboratory stock)

3.6.2.1.4 Genetically modified micro-organisms and organisms

3.6.2.1.5 Medical or clinical wastes

The definition of “ Diagnostic specimens ” no longer exist. Diagnostic specimens are not seen as a

category of substance, but rather as an objective, i.e. substances are sent for diagnostic or investigational purposes. However, given that the term “ Diagnostic specimen ” is so widely used and has already been assigned a UN number (UN3373), that term will remain as a proper shipping name.

3.6.2.2 Classification of Infectious substances

3.6.2.2.1 Infectious substances must be classified in Division 6.2 and assigned to UN2814, UN2900 or UN337, as appropriate.

3.6.2.2.2 Infectious substances are divided into the following categories.

3.6.2.2.2.1 Category A: An infectious substance which is transported in a form that, when exposure to it occurs, is capable of causing permanent disability, life-threatening or fatal disease to humans or animals. Indicative examples of substances that meet these criteria are given in Table 3.6.D.

Note: An exposure occurs when an infectious substance is released outside of the protective packaging, resulting in physical contact with humans or animals.

(a) Infectious substances meeting these criteria which cause disease in humans or animals must be assigned to UN2814. Infectious substances which cause disease only in animals must be assigned to UN2900.

(b) Assignment to UN2814 or UN2900 must be based on the known medical history and symptoms of the source human or animal, endemic local conditions, or professional judgment concerning individual circumstances of the source human or animal.

Note: The proper shipping name for UN2814 is **Infectious substance, affecting humans** . The proper shipping name for UN2900 is **Infectious substance, affecting animals** . Replace the with the technical name of the infectious substance shown in brackets immediately following the proper shipping name.

3.6.2.2.2.2 Category B: An infectious substance which does not meet the criteria for inclusion in Category A. Infectious substances in Category B must be assigned to UN3373 except that Cultures, as defined in 3.6.2.1.3, must be assigned to UN2814 or UN2900 as appropriate.

Note: The proper shipping name of UN3373 is **Diagnostic specimens or Clinical specimens**.

Special Provisions related to Infectious Substances

A81 Applies to UN3373 Diagnostic specimens or Clinical specimens.

The quantity limits shown in Columns J and L do not apply to body parts, organs or whole bodies known to contain or suspected to contain infectious substances. Reference to this Special Provision on the Shipper's Declaration is necessary when transporting substances by virtue of this special provision.

A140 Applies to UN2814 or UN2900.

For the purpose of documentation, the proper shipping name must be supplemented with the technical name (see 4.1.2). Technical names need not be shown on the package. When the infectious substances to be transported are unknown, but suspected of meeting the criteria for inclusion in Category A and assignment to UN2814 or UN2900, the words "suspected Category A infectious substance" must be shown, in parenthesis, following the proper shipping name on the Shipper's Declaration, but not on the outer packagings.

A141 Applies to UN3373.

This entry applies to human or animal material including, but not limited to, excreta, secreta, blood and its components, tissue and tissue fluids, and body parts being transported for purposes such as research, diagnosis, investigational activities, disease treatment or prevention. Substances packed and marked in accordance with Packing Instruction 650 are not subject to any other requirements in these Regulations.

Packing Instructions pertaining to Infectious Substances

PI 602 – Applies to UN2814 or UN2900.

PI 622 – Applies to UN3291 Clinical Waste or Medical Waste.

PI 650 – Applies to UN3373 Diagnostic specimens or Clinical specimens.

Quantity limitations for PI 650 are 1L for liquids in primary receptacle, and 4L for outer packagings. For solids, the package limit is 4 kg, and the primary receptacle may contain up to 4 kg.

Each outer package and the "Nature and Quantity of Goods" box of the air waybill must show the text "DIAGNOSTIC SPECIMENS" or "CLINICAL SPECIMENS". The text on the package must be placed adjacent to the UN3373 diamond mark (see below). At least one side of the outer packagings must not be smaller than 100mm x 100mm (4 x 4 in).



Changes pertaining to Section 4 “ Identification ”

- 4.1 Selecting Proper Shipping Name. This subsection has been extensively revised to better identify the hierarchy of the types of proper shipping names.
- 4.2 List of Dangerous Goods. The list has been updated to reflect the changes to the list of dangerous goods in the Model Regulations. There are approximately 130 amendments to the list. The majority of the changes are where new UN numbers have been allocated to the liquid or solid entry for substances that were shown with the same UN number in both a liquid and solid form.
- 4.4 Special Provisions. There have been a number of amendments to existing special provisions as well as the addition of 13 new special provisions, A132 to A144. A note has been added to special provisions that permit substances meeting the conditions of the special provision to be transported as “ Not Restricted ” , specifying that the special provision must be referenced on the air waybill as shown in DGR 8.2.
- A21 - has been amended to incorporate reference to hybrid electric vehicles.
- A41 - relating to permeation devices has been aligned with the ICAO text and as a consequence Packing Instruction 951 has been deleted.
- A81 - the wording has been revised to remove reference to pathogens in risk group 4.
The limit of
1L per primary receptacle has been deleted.
- A88 - prototype lithium batteries are restricted to transport by cargo aircraft, in addition to
requiring approval of the appropriate authority of the State of origin.
- A111 - unserviceable oxygen generators are now shown as being forbidden for transport.
- A112 - in addition to the restrictions of certain classes and packing groups, substances not permitted on a passenger aircraft cannot be shipped as consumer commodities.
- A140 - permits shippers of Category A infectious substances (UN2814 and UN2900) to omit the technical name from the proper shipping name marking on the package. In addition, where the name of the pathogen is not known, SP A140 permits shippers to omit the technical name on the Shipper’s Declaration and instead show “ suspected category A infectious substance ” .
- A141 - reinforces the application of UN3373.
- A144 - this new special provision permits the transport of up to two Protective Breathing Equipment (PBE) containing a small chemical oxygen generator on a passenger aircraft under specified conditions.

Changes pertaining the Section 5 “ Packing ”

- P.I.213 - A new packing instruction has been added to address the packing requirements for UN1044 Fire extinguishers, which were previously shown against Packing Instruction 200.
- P.I.602 - Outer packagings are now required to be rigid. The requirement for a statement regarding “ prior arrangement ” to be added to the Shipper’s Declaration has been deleted.
- P.I.650 - The quantity limits have been revised to permit up to 1L per primary receptacle, with a total of 4L per package for liquids. For solids, the package limit is 4 kg, the primary receptacle may contain up to 4 kg. As with PI 602, the outer packaging must be rigid. Packages must be marked with a diamond marking inside which is “ UN3373 ” . The marking must be of a defined size and the proper shipping name “ DIAGNOSTIC SPECIMENS ” or “ CLINICAL SPECIMENS ” must be marked adjacent to the diamond marking. The outer packaging must have one side with a minimum of at least 100mm x 100mm (4 in x 4 in). The packing instruction has also been amended to permit small quantities(30mL or less)of substances in Classes 3, 8 or 9 to be packed with the infectious substances.
- P.I.900 - New text has been inserted that permits an alternative method for preparing flammable gas powered vehicles for transport.
- P.I.951 - Has been deleted.

Changes pertaining to Section 6 “ Packaging Specifications and Performance Tests ”

- 6.0.4.1 A note has been added identifying that UN specification markings must be embossed or printed directly on the packaging.
- 6.4.2.3 Additional UN requirements have been included for the periodic test and inspection of cylinders.

Changes pertaining to Section 7 “ Marking and Labelling ”

- 7.1.4 Overpacks must now be marked “ OVERPACK ”, where the required markings and labels on packages within the overpack are not visible. This “ OVERPACK ” marking is required on all such overpacks, including those containing Limited Quantity packages, and replaces the previous statement “ Inner packages comply with prescribed specifications ” that was required for overpacks containing UN specification packagings. If the overpack contains more than two DG packages, then as per 7.1.5.1 (d) shown below, the quantity must be marked on each package inside the overpack and this quantity marking must be reproduced on the overpack. If there is only one DG package in the overpack, no quantity marking is required on both the package as well as on the overpack.
- 7.1.5.1 Reference to overpacks has been deleted. The requirements for marking overpacks are clearly described in 7.1.4. The wording of 7.1.5.1 (d) has been revised to identify that the marking of the net quantity for Classes 2 to 6 and 8 only applies for consignments of more than one package. In accordance with SP

A144, a new (h) has been added that requires a statement to be included on packages containing Protective Breathing Equipment (PBE) shipped under the provisions of SP A144.

7.1.5.8 The requirement for the “ Air Eligibility Marking ” has been deleted. Specific responsibilities for shippers with regard to air transport have now been included into 1.3 and there is a new certification statement required on the Shipper’s Declaration as shown in 8.1.

7.2.2.3 Exceptions for the size of hazard labels on gas cylinders have been introduced.

7.2.4.5 “ Keep Away from Heat ” label is required for packages and overpacks containing Division 4.1 Self-reacting substances and Division 5.2 Organic peroxides in addition to their corresponding hazard labels. (Refer DGR SP A20) This requirement was optional until December 31, 2004 but became mandatory effective January 1, 2005.

7.4.6 Keep Away From Heat

FIGURE 7.4.F
Keep Away From Heat



Name: Keep Away From Heat
Minimum dimensions: 74 x 105 mm
Colour: Red and Black on a White background

7.2.4.6 A new handling label for “ Excepted Packages of radioactive materials ” has been introduced. This label is only recommended for 2005-2006 and does not become mandatory until January 1, 2007.

10.7.8.1 Radioactive Material - Excepted Package

FIGURE 10.7.8.A

Radioactive Material - Excepted Package



Name: Radioactive Material - Excepted Package
Cargo IMP Code: RRE
Colour: The border of the label must have red diagonal hatchings. The label may be printed in black and red on white paper or it may be printed in red only on white paper

Note: The text "The information for this package need not appear on the Notification to Captain (NOTOC)" is optional and does not have to appear on the label.

Changes pertaining to Section 8 “ Documentation ”

8.1.2.5 The format of multi-page declarations and extension list has been clarified.

8.1.1 and 8.1.2 **The format of Shipper’s Declaration for Dangerous Goods and the manner of entry have been changed.** This is the most extensive amendment for this year.

The new format is reproduced below. Changes are as follows.

8.1.4.1 The restriction on consolidators, freight forwarders and IATA cargo agents signing and/or completing the Shipper’s Declaration has been removed. The restrictive warning hitherto shown immediately below the airline logo and name has been deleted. Persons and organizations (including consolidators, freight forwarders and IATA cargo agents) when employed by the shipper to act on their behalf to undertake the shipper’s responsibility in the preparation of the shipment and trained as required in DGR 1.5, may sign the Shipper’s Declaration. In such a case and when using the old form, the restrictive warning which starts with “ This Declaration must not, in any circumstances, be ” should be crossed out. With the removal of this restriction, there would be increased instances where the consolidator, forwarder or cargo agent may be completing and/or signing the Shipper’s Declaration. Unlike the true shipper

who are most likely the manufacturers of the chemical substance, it is unlikely that consolidators would make chemical analysis of the substances to be shipped. They would most likely process the classification and identification based on the MSDS (Material Safety Data Sheet) provided from the manufacturer/shipper. Should the consolidator make an error in the classification or identification process, unless a wrong MSDS had been provided from the manufacturer, it will be the consolidators' responsibility of any errors that they might make. In self-defense, the airlines would tend to demand submission of the MSDS so the airlines may be able to double check what the consolidator had chosen in the classification/identification process.

8.1.6.9 Sequence of Information. The preferred sequence commences with the UN/ID number, Proper Shipping Name, Primary Hazard followed immediately by Subsidiary Hazard shown in parenthesis, and ends with the Packing Group. This is in accordance with the decision by the UN Sub-Committee of Experts to only allow a single sequence, which will be reflected in the 14th Edition of the UN Model Regulations. The single sequence of information will take effect from 1 January 2007.

8.1.6.12 Certification. A new requirement for an air transport certification statement must be added to the Shipper's Declaration. The additional certification reads: " I declare that all of the applicable air transport requirements have been met. " This additional statement must be printed, typewritten or stamped in the Declaration box left of the signature box, or otherwise printed, typewritten or stamped in the Additional Handling Information box. This certification statement replaces the requirement for the air eligibility markings on packages. The certification has been added to the design of the Shipper's Declaration form shown in Figures 8.1.A and 8.1.B.

Effective 1 January 2005, the old Declaration form in the sequence of PSN, Class, UN/ID number, PG, Sub risk cannot be used as is, and the aforementioned additional statement must be added.

On and after 1 January 2005, when using the old Declaration form, after adding the above mentioned additional statement, information must be entered in the sequence of PSN, Class (Sub risk), UN/ID number, PG. Otherwise, the new form in the sequence of UN/ID number, PSN, Class (Sub risk), PG must be used. In all cases, the Sub-Risk must be shown in a parenthesis immediately following the Primary Hazard in the same column..

Example: Acetyl alcohol, 3 (8), UN1717, II Ⅲ or UN1717 Acetyl alcohol 3 (8) II

8.1.7 The format of the Shipper's Declaration has been revised to reflect the revised sequence of information, delete the restriction on completion/signing by freight forwarders, consolidators and IATA cargo agents and to incorporate the new air transport certification statement. Provisions has been made for shippers to be able to use existing stocks of the previous Shipper's Declaration design provided

that the requirements applicable to the sequence of information and the air transport certification are complied with.

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper		Air Waybill No. Page of Pages Shipper's Reference Number <i>(optional)</i>									
Consignee		For optional use for Company logo name and address									
Two completed and signed copies of this Declaration must be handed to the operator.		WARNING Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.									
TRANSPORT DETAILS		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; font-size: x-small;">This shipment is within the limitations prescribed for: (delete non-applicable)</td> <td style="width: 50%; font-size: x-small;">Airport of Departure:</td> </tr> <tr> <td style="font-size: x-small;"> <table style="width: 100%; border: none;"> <tr> <td style="border: 1px solid black; padding: 2px;">PASSENGER AND CARGO AIRCRAFT</td> <td style="border: 1px solid black; padding: 2px;">CARGO AIRCRAFT ONLY</td> </tr> </table> </td> <td style="font-size: x-small;">Airport of Destination:</td> </tr> <tr> <td colspan="2" style="font-size: x-small;">Shipment type: (delete non-applicable) IMB4-DANGEROUS GOODS</td> </tr> </table>		This shipment is within the limitations prescribed for: (delete non-applicable)	Airport of Departure:	<table style="width: 100%; border: none;"> <tr> <td style="border: 1px solid black; padding: 2px;">PASSENGER AND CARGO AIRCRAFT</td> <td style="border: 1px solid black; padding: 2px;">CARGO AIRCRAFT ONLY</td> </tr> </table>	PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY	Airport of Destination:	Shipment type: (delete non-applicable) IMB4-DANGEROUS GOODS	
This shipment is within the limitations prescribed for: (delete non-applicable)	Airport of Departure:										
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PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY										
Shipment type: (delete non-applicable) IMB4-DANGEROUS GOODS											
NATURE AND QUANTITY OF DANGEROUS GOODS											
Dangerous Goods Identification											
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and type of packing	Packing Inst.	Authorization					
Additional Handling Information											
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.					Name/Title of Signatory						
					Place and Date						
					Signature <i>(not necessary above)</i>						

On and after 1 January 2007, only the new form can be used

Consequently until 31 December 2006, both the old and the new forms may be used in parallel. When using the old form, the following requirements must be met.

- a) When transporting articles or substances with a subsidiary hazard, enter the sub-risk number in a parenthesis immediately following the primary class or division number. If the column is too narrow to enter both the primary risk and

the sub-risk (in a parenthesis) in one line, enter the sub-risk (in a parenthesis) immediately below the primary risk. Leave the column titled Subsidiary Risk blank.

Example 1. Entry using the New Form

NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification				Quantity and type of packing	Packing Inst.	Authorization
UN Or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack-ing Group			
UN1717	Acetylene Chloride	3 (8)	II	1 Fibreboardbox 1L	306	

Example 2. Entry using the Old Form

NATURE AND QUANTITY OF DANGEROUS GOODS							
Dangerous Goods Identification					Quantity and type of packing	Packing Inst.	Authorization
Proper Shipping Name	Class or Division	UN or ID No.	Pack-ing Group	Subsidiary Risk			
Acetylene chloride	3 (8)	UN 1717	II		1 Fibreboard Box 1L	306	
Acetylene chloride	or 3 (8)	UN1717	II				

Leave the Subsidiary Risk column blank. Sub-risk is to be shown in a parenthesis and entered in the Class or Division

The additional certification: "I declare that all of the applicable air transport requirements have been met." must be typewritten following the existing statement, or typewritten or Entered by rubber stamp in the Additional Handling Information box.

- b) The additional statement, "I declare that all of the applicable air transport requirements have been met." must be printed, typewritten or stamped immediately following the existing statement, or entered in the Additional

Handling Information box. Since this additional statement is a statement to be declared by the shipper, the entry must have been completed prior to the shipper signing the Declaration.

8.2.6 Articles or substances that become “ Not Restricted ” by virtue of compliance with a Special Provision must have that noted on the air waybill.

Changes pertaining the Section 9 “ Handling ”

9.1.2 The requirements for acceptance of infectious substances, other than routing, have been deleted.

9.1.4 A note regarding the omission of dots and commas from the proper shipping name on the Shipper’s Declaration or on the package markings not being considered an error has been added. A note has also been added to clarify that an acceptance check list is not required for “ Dangerous goods in Excepted Quantities ” or “ Excepted Packages of Radioactive Materials ” .

9.5.2 An operator is now required to provide information in appropriate manuals on the maximum quantity of dry ice that may be transported in each compartment.

Changes pertaining to the Appendices

Appendix A The definition of “ FREIGHT FORWARDER ” has been revised to reflect the definition adopted by ICAO. The new definition has specific reference with regard to the dangerous goods training requirements in subsection 1.5.

Appendix C There are significant changes to Table C.2 Organic Peroxides.

Appendix E Contact details for competent authorities have been updated.

Appendix F Minor changes to Table F.1 and Table F.2.

Appendix G IAEA Safety Series 6 has been deleted as the United States has now aligned their domestic regulations with those of the IAEA TS-R-1 provisions. Appendix G therefore has been deleted.

Appendix H The list of IATA Sales Agents and IATA Endorsed Training Schools have been revised. With the deletion of the old Appendix G, this section has now been rolled up to Appendix G.

Appendix I This Appendix has been deleted. Appendix I was introduced to provide advance information of the changes for Division 6.2 – Infectious Substances. These changes have now been incorporated into the body of the DGR.

As stated in the preamble, aviation has prospered with the desire and aim to provide peace and prosperity to the people of the world. It is most unfortunate that some strong believers are using air transportation as a terrorist tool. The dangerous goods regulations are an inevitable guide to maintain safety in the air. An earnest attempt must be made by all concerned to follow the safety rules, particularly that of the regulations governing transport of dangerous goods, and thereby achieve the ultimate goal of safety in the air.

Those who wish to learn further should access the training page of

<http://www.airtransport-tozai.com> and acquire the worldwide recognized IATA certificate for handling dangerous goods shipments.

Nothing more