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Dangerous Goods Regulations (DGR)

Edition 64



The guide recognized by the world's airlines

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TABLE OF CONTENTS

	Page
LIST OF FIGURES	ix
LIST OF TABLES	xiii
PREFACE	xv
ACKNOWLEDGEMENTS	xvii
Record of Addendum	xvii
INTRODUCTION	xix
PURPOSE OF THE DANGEROUS GOODS REGULATIONS	xix
GENERAL PHILOSOPHY	xix
SIGNIFICANT CHANGES AND AMENDMENTS IN THE 64TH EDITION (2023)	xxi
REFERENCE MARKS	xxiv
ACCEPTANCE CHECKLIST	xxiv
RELATIONSHIP OF THE SIX (6) LANGUAGE EDITIONS	xxiv
HOW TO USE THE REGULATIONS	xxv
SECTION 1—APPLICABILITY	1
1.0 Definition of Dangerous Goods	1
1.1 Basis of these Regulations	1
1.2 Application of these Regulations	1
1.3 Shipper's Responsibilities	4
1.4 Operator's Responsibilities	6
1.5 Training Requirements	7
1.6 Adequate Instruction for Shipping Section II Lithium Batteries	10
1.7 Dangerous Goods Security	10
1.8 Incident and Accident Reporting	12
SECTION 2—LIMITATIONS	17
2.0 General	17
2.1 Forbidden Dangerous Goods	17
2.2 Hidden Dangerous Goods	17
2.3 Dangerous Goods Carried by Passengers or Crew	20
2.4 Transport of Dangerous Goods by Post	29
2.5 Dangerous Goods in Operator's Property	30

	Page
2.6 Dangerous Goods in Excepted Quantities	31
2.7 Dangerous Goods in Limited Quantities	34
2.8 State and Operator Variations	36
SECTION 3—CLASSIFICATION	161
3.0 General Principles	161
3.1 Class 1—Explosives	162
3.2 Class 2—Gases	167
3.3 Class 3—Flammable Liquids	169
3.4 Class 4—Flammable Solids; Substances Liable to Spontaneous Combustion; Substances which, in Contact with Water, Emit Flammable Gases	171
3.5 Class 5—Oxidizing Substances and Organic Peroxides	176
3.6 Class 6—Toxic and Infectious Substances	180
3.7 Class 7—Radioactive Material	189
3.8 Class 8—Corrosives	189
3.9 Class 9—Miscellaneous Dangerous Substances and Articles, Including Environmentally Hazardous Substances	193
3.10 Classification of Substances with Multiple Hazards	196
3.11 Transport of Samples for Further Testing	198
3.12 Classification of Articles Containing Dangerous Goods, n.o.s.	198
SECTION 4—IDENTIFICATION	209
4.0 General	209
4.1 Selecting Proper Shipping Name	209
4.2 List of Dangerous Goods	230
4.3 Numerical “Cross-Reference” List of Dangerous Goods	374
4.4 Special Provisions	407
SECTION 5—PACKING	433
5.0 General	433
5.1 Packing Instructions—Class 1—Explosives	445
5.2 Packing Instructions—Class 2—Gases	456
5.3 Packing Instructions—Class 3—Flammable Liquids	478
5.4 Packing Instructions—Class 4—Flammable Solids; Substances Liable to Spontaneous Combustion; Substances which, in Contact with Water, Emit Flammable Gases	501
5.5 Packing Instructions—Class 5—Oxidizing Substances; Organic Peroxides	547
5.6 Packing Instructions—Class 6—Toxic and Infectious Substances	562
5.7 Packing Instructions—Class 7—Radioactive Material	594
5.8 Packing Instructions—Class 8—Corrosives	594
5.9 Packing Instructions—Class 9—Miscellaneous Dangerous Goods	615

	Page
SECTION 6—PACKAGING SPECIFICATIONS AND PERFORMANCE TESTS	657
6.0 General Provisions	657
6.1 Requirements for Inner Packaging	662
6.2 Specifications for UN Outer, Single and Composite Packagings	662
6.3 UN Packaging Performance Tests	668
6.4 Requirements for the Construction and Testing of Cylinders and Closed Cryogenic Receptacles, Aerosol Dispensers and Small Receptacles Containing Gas (Gas Cartridges) ...	673
6.5 Packagings for Infectious Substances of Category A (UN 2814 and UN 2900)	691
6.6 Test Criteria for Limited Quantity Packaging	695
6.7 Test Criteria for Salvage Packagings	695
6.8 Requirements for the Construction and Testing of Intermediate Bulk Containers (IBC)	695
SECTION 7—MARKING AND LABELLING	705
7.0 General	705
7.1 Marking	705
7.2 Labelling	710
7.3 Hazard Label Specifications	716
7.4 Handling Labels	728
SECTION 8—DOCUMENTATION	737
8.0 General	737
8.1 Shipper's Declaration for Dangerous Goods	737
8.2 Air Waybill	758
8.3 Additional Documentation	762
SECTION 9—HANDLING	769
9.0 General	769
9.1 Acceptance	769
9.2 Storage	773
9.3 Loading	773
9.4 Inspection	778
9.5 Provision of Information	779
9.6 Reporting	782
9.7 Training	783
9.8 Retention of Documents	783
9.9 Helicopter Operations	783
SECTION 10—RADIOACTIVE MATERIAL	785
10.0 Transport of Radioactive Material	785
10.1 Applicability	787

	Page
10.2 Limitations	787
10.3 Classification	788
10.4 Identification	808
10.5 Packing	812
10.6 Packaging Specifications and Performance Testing	818
10.7 Marking and Labelling	829
10.8 Documentation	838
10.9 Handling	852
10.10 Additional Shipment Preparation	857
APPENDIX A—GLOSSARY	865
General	865
APPENDIX B—NOMENCLATURE	887
B.0 General	887
B.1 Units of Measurement	887
B.2 Symbols and Abbreviations	887
B.3 Conversion Factors	890
B.4 Globally Harmonized System of Classification and Labelling of Chemicals (GHS)	892
APPENDIX C—CURRENTLY ASSIGNED SUBSTANCES	895
C.1 Self-Reactive Substances of Division 4.1	895
C.2 Organic Peroxides (Division 5.2)	897
APPENDIX D—COMPETENT AUTHORITIES	905
D.0 General	905
D.1 Competent Authorities for Dangerous Goods	910
D.2 Competent Authorities for Radioactive Materials	930
APPENDIX E—PACKAGING TESTING FACILITIES, MANUFACTURERS AND SUPPLIERS	945
E.0 General	945
E.1 UN Specification Packaging Suppliers	945
E.2 Packaging Testing Facilities	959
E.3 UN Specification Packagings	968
APPENDIX F—RELATED SERVICES	971
F.0 Publications and Training Materials	971
F.1 Electronic Services	972
F.2 Sales Agents	973

	Page
F.3 IATA Dangerous Goods Competency-Based Training and Assessment Centre Program (CBTA Centre)	984
F.4 IATA CBTA Centre—Provider	986
F.5 IATA Dangerous Goods Accredited Training Schools	996
APPENDIX G—IATA SAFETY STANDARDS PROGRAMS	1005
G.0 General	1005
G.1 IATA Dangerous Goods Board	1005
G.2 Dangerous Goods Training Working Group	1006
G.3 IATA Global Aviation Data Management (GADM)	1007
INDEX	1009
INDEX OF TABLES AND FIGURES	1025
BIBLIOGRAPHY	1029
2023 DANGEROUS GOODS CHECKLIST FOR A NON-RADIOACTIVE SHIPMENT	1033
2023 DANGEROUS GOODS CHECKLIST FOR A RADIOACTIVE SHIPMENT	1035
2023 ACCEPTANCE CHECKLIST FOR DRY ICE (CARBON DIOXIDE, SOLID) (FOR USE WHEN A SHIPPER'S DECLARATION FOR DANGEROUS GOODS IS NOT REQUIRED)	1037
DANGEROUS GOODS OCCURRENCE REPORT	1039



Dangerous Goods Regulations

LIST OF FIGURES

Number	Title	Page
2.6.B	Excepted Quantity Package Mark (2.6.7.1)	33
3.6.C	Vapour Inhalation Hazard Diagram—Division 6.1 Packing Group Criteria (3.6.B)	182
3.8.B	Step-Wise Approach to Classify and Assign a Packing Group to a Corrosive Mixture (3.8.4.1)	191
3.8.C	Calculation Method to Assign a Packing Group to a Corrosive Mixture (3.8.4.3)	192
6.0.A	UN Packaging Symbol	659
6.0.B	Example of Indicating the Month of Manufacture	659
6.5.C	Cylindrical Steel Rod Used for Puncture Test (6.5.4.5)	694
6.8.E	IBC Stacking Symbol (6.8.2.2.2)	699
6.8.F	Example of IBC Inner Receptacle Marking to Identify Date of Manufacture (6.8.2.2.4)	699
7.1.A	Limited Quantities Mark (7.1.4.2)	707
7.1.B	Environmentally Hazardous Substance Mark (7.1.5.3)	708
7.1.C	Lithium Battery Mark (7.1.5.5)	709
7.1.D	Surface Limited Quantities Mark (7.1.5.6)	709
7.1.E	Package Marking Example for UN Specification Packaging	710
7.2.A	Package Labelling Example (7.1.5.6)	715
7.3.A	Template for Hazard Labels (7.2.2.3.2)	716
7.3.B	Class 1—Explosive (Divisions 1.1, 1.2, 1.3)	716
7.3.C	Class 1—Explosive (Division 1.4) including Compatibility Group S	717
7.3.D	Class 1—Explosive (Division 1.5)	717
7.3.E	Class 1—Explosive (Division 1.6)	718
7.3.F	Class 2—Gases: Flammable (Division 2.1)	718
7.3.G	Class 2—Gases: Non-flammable, non-toxic (Division 2.2)	719
7.3.H	Class 2—Gases: Toxic (Division 2.3)	719
7.3.I	Class 3—Flammable Liquids	720
7.3.J	Class 4—Flammable Solid (Division 4.1)	720
7.3.K	Class 4—Substances Liable to Spontaneous Combustion (Division 4.2)	721
7.3.L	Class 4—Substances which in Contact with Water Emit Flammable Gases (Division 4.3)	721
7.3.M	Class 5—Oxidizing Substances (Division 5.1)	722
7.3.N	Class 5—Organic Peroxides (Division 5.2)	722
7.3.O	Class 6—Toxic Substances (Division 6.1)	723

Number	Title	Page
7.3.P	Class 6—Infectious Substances (Division 6.2)	723
7.3.Q	Category I—White	724
7.3.R	Category II—Yellow	724
7.3.S	Category III—Yellow	725
7.3.T	Criticality Safety Index Label	725
7.3.U	Placard for Class 7—Radioactive Materials	726
7.3.V	Class 8—Corrosives	726
7.3.W	Class 9—Miscellaneous Dangerous Goods	727
7.3.X	Class 9—Lithium Batteries	727
7.4.A	Class 9—Magnetized Material	728
7.4.B	Cargo Aircraft Only	728
7.4.C	Cryogenic Liquids	729
7.4.D	Package Orientation	729
7.4.E	Package Orientation Alternate Design	730
7.4.F	Keep Away From Heat	730
7.4.G	Radioactive Material—Excepted Package	731
8.1.A	Shipper's Declaration Specimen Designed for Computerized Completion	746
8.1.B	Shipper's Declaration Specimen Designed for Manual Completion	747
8.1.C	Shipper's Declaration Completion for a Computerized Form	748
8.1.D	Shipper's Declaration Completion for a Manual Form	749
8.1.E	Shipper's Declaration Completion—Example 1	750
8.1.F	Shipper's Declaration Completion—Example 2	751
8.1.G	Shipper's Declaration Completion—Example 3	752
8.1.H	Shipper's Declaration Completion—Example 4	752
8.1.I	Shipper's Declaration Completion—Example 5	753
8.1.J	Shipper's Declaration Completion—Example 6	753
8.1.K	Shipper's Declaration Completion—Example 7	754
8.1.L	Shipper's Declaration Completion—Example 8	754
8.1.M	Shipper's Declaration Completion—Example 9	755
8.1.N	Shipper's Declaration Completion—Example 10	755
8.1.O	Shipper's Declaration Completion—Example 11	756

Number	Title	Page
8.1.P	Shipper's Declaration Completion—Example 12	756
8.1.Q	Shipper's Declaration Completion—Example 13	757
8.2.A	Consignment Containing Dangerous Goods for which a Shipper's Declaration is Required for a Passenger Aircraft Shipment	759
8.2.B	For a Cargo Aircraft Only Shipment	759
8.2.C	For a Shipment Containing Dangerous Goods and Non-dangerous Goods	759
8.2.D	For a Consolidated Shipment Containing Dangerous Goods	760
8.2.E	Consignment Containing Dangerous Goods for which a Shipper's Declaration is Not Required	760
8.2.F	Consignment Containing Dangerous Goods in Excepted Quantities	760
8.2.G	Consignment Containing Lithium Batteries Packed According to Section II of PI 966 and PI 969	761
8.2.H	Consignment Containing Lithium Batteries Packed According to Section II of PI 966 and PI 967	761
9.3.B	Example Dry Ice Baggage Tag (9.3.10.3)	776
9.3.C	Battery-powered Wheelchair and Mobility Aid Label (9.3.14.6)	778
10.4.B	Class 7—Classification Flowchart (10.4.1.2)	810
10.7.1.A	Trefoil Symbol (10.7.1.3.5 and 10.7.1.3.6)	831
10.7.7.A	Category I—White	835
10.7.7.B	Category II—Yellow	835
10.7.7.C	Category III—Yellow	836
10.7.7.D	Criticality Safety Index Label	836
10.7.7.E	Placard for Class 7—Radioactive Materials	837
10.7.8.A	Radioactive Material—Excepted Package	837
10.8.A	Shipper's Declaration Completion for a Computerized Form	844
10.8.B	Shipper's Declaration Completion for a Manual Form	845
10.8.C	Shipper's Declaration Completion—Example 1	846
10.8.D	Shipper's Declaration Completion—Example 2	847
10.8.E	Shipper's Declaration Completion—Example 3	848
10.8.F	Consignment Containing Dangerous Goods for which a Shipper's Declaration is Required	850
10.8.G	Air Waybill Example—Cargo Aircraft Only	851
10.8.H	Consignment Containing Excepted Packages of Radioactive Material	851



LIST OF TABLES

Number	Title	Page
1.5.A	Minimum Requirements for Training Curricula for Designated Postal Operators (1.5.1.2)	9
1.7.A	Indicative List of High Consequence Dangerous Goods (1.7.3.1.2)	11
1.7.B	Transport Security Thresholds for Specific Radionuclides (1.7.3.1.3)	11
2.3.A	Provisions for Dangerous Goods Carried by Passengers or Crew (Subsection 2.3)	24
2.6.A	Excepted Quantity Codes for Table 4.2 (2.6.4.1)	32
USG-13.A	Quantity and Loading Table	66
3.1.A	Compatibility Group For Explosives (3.1.4)	164
3.1.B	Scheme of Classification of Explosives, Combination of Hazard Division with Compatibility Group (3.1.4.1)	165
3.3.A	Class 3—Packing Group Assignment (3.3.2.2)	170
3.3.B	Viscous Substances Packing Group III Criteria (3.3.3.1.1(a))	170
3.6.A	Oral, Dermal and Dust/Mist Inhalation Hazards Division 6.1 Packing Group Criteria (3.6.1.3)	181
3.6.B	Vapour Inhalation Hazard—Division 6.1 Packing Group Criteria (3.6.1.3)	181
3.6.D	Indicative Examples of Infectious Substances Included in Category A in Any Form Unless Otherwise Indicated (3.6.2.2.2.1)	186
3.8.A	Class 8—Packing Group Assignment based on Corrosivity (3.8.3)	190
3.10.A	Precedence of Hazards and Packing Groups for Classes 3, 4 and 8 and for Divisions 5.1 and 6.1 (3.10.1)	197
4.1.A	List of Generic and n.o.s. Proper Shipping Names (4.1.2.2)	211
5.0.A	Test Pressure Marking Examples (5.0.2.14.2(c)) (see also 5.0.2.14 and 6.3.5.3)	437
5.0.B	List of Inner Packagings	442
5.0.C	List of UN Specification Packagings	442
200.A	Compressed Gases (6.4.1.1.5)	460
200.B	Liquefied Gases and Dissolved Gases (6.4.1.1.5)	461
6.0.C	Examples for UN Specification Marking—New Packagings (6.0.4.2)	661
6.0.D	Examples for UN Specification Marking—Reconditioned Packagings (6.0.5)	661
6.0.E	Example for UN Specification Marking—Salvage Packagings (6.0.6)	661
6.3.A	Drop Test Requirements (6.3.3)	670
6.4.A	Example for UN Specification Marking—Cylinders (6.4.2.7.2)	687
6.5.A	Example of UN Specification Markings—Infectious Substances (6.5.3.1)	692
6.5.B	Tests Required for Packaging Types (6.5.4.3)	693
6.8.A	IBC Type Code (6.8.1.4.1)	696

Number	Title	Page
6.8.B	List of IBCs (6.8.1.4.4)	696
6.8.C	Example of IBC Markings (6.8.2.1.2)	698
6.8.D	Additional IBC Markings (6.8.2.2.1)	698
9.1.A	Applicable Acceptance Procedures Summary (9.1.3.3)	771
9.3.A	Segregation of Packages (9.3.2)	774
9.5.A	Dangerous Goods Not Required to Appear on the Information to Pilot-in-Command (9.5.1.1.3.4)	781
10.3.A	A ₁ and A ₂ Values for Common Radionuclides (10.3.2.1)	789
10.3.B	Basic Radionuclide Values for Unknown Radionuclides or Mixtures (10.3.2.5.2)	801
10.3.C	Excepted Package Activity Limits (10.3.11.1.2 to 10.3.11.1.6)	807
10.4.A	Assignment of Proper Shipping Name/UN Number (10.4.1.1)	808
10.5.A	Industrial Package Integrity Requirements for LSA Material and SCO (10.5.9.9)	815
10.5.B	Multiplication Factors for Freight Containers (10.5.14.1.1(b))	816
10.5.C	Category Determination for Packages, Overpacks and Freight Containers (10.5.15.1)	817
10.6.A	Type B Package Insulation Criteria (10.6.2.5.4)	821
10.6.B	Values of Z for Calculation of Criticality Safety Index in Accordance with 10.6.2.8.1.3	823
10.6.C	Free Drop Distance for Testing Packages to Normal Conditions of Transport (10.6.3.4.3(a))	826
10.9.A	Aircraft Activity Limits for LSA Material and SCO in Industrial Packages (10.9.3.3.3)	853
10.9.B	TI and CSI Limits for Freight Containers and Aircraft (10.9.3.5.2, 10.9.3.6.3)	853
10.9.C	Separation of Radioactive Material—Passenger and Cargo Aircraft (10.9.3.7)	855
10.9.D	Separation of Radioactive Material—Cargo Aircraft Only (10.9.3.7)	855
10.9.E	Separation of Radioactive Material—Photographic Films and Plates (10.9.3.8)	856
10.9.F	Applicable Limits of Non-fixed Radioactive Contamination of an Aircraft or Aircraft Equipment (10.9.4.4)	857
B.3.A	Conversion to SI Units	890
B.3.B	Conversion from SI Units	891
B.3.C	Authorized Equivalents	891
B.4.A	GHS Pictograms and their Criteria (B.4)	893
B.4.B	GHS Pictograms and their Criteria (B.4)	894
C.1	List of Currently Assigned Self-Reactive Substances of Division 4.1 in Packages	895
C.2	List of Currently Assigned Organic Peroxides in Packages	897

PREFACE

This 64th Edition of the IATA *Dangerous Goods Regulations* becomes effective on 1 January 2023 and replaces the 63rd Edition, which must not be used after 31 December 2022 unless specifically permitted in these Regulations.

The IATA *Dangerous Goods Regulations* are published by the IATA Dangerous Goods Board pursuant to IATA Resolutions 618 and 619 and constitute a manual of industry carrier regulations to be followed by all IATA Member airlines. This edition of the IATA Regulations is based on the requirements of Annex 18 to the Convention on International Civil Aviation (Chicago, 1944) and the 2023—2024 Edition of the associated *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).

Annex 18 to the Chicago Convention and the associated *Technical Instructions for the Safe Transport of Dangerous Goods by Air* are recognized as the sole authentic legal source material in the air transport of dangerous goods. Consequently, any additional or explanatory material added by IATA does not form part of the authentic text of the ICAO *Technical Instructions* and does not have the same legal force.

In developing its Regulations, IATA has drawn on its extensive experience to give special attention to the format and wording of these Regulations to make this a readily understandable and easy-to-use manual. There are certain differences between the IATA and ICAO regulations which stem from operational considerations and result in a regulatory regime which is necessarily more restrictive than the ICAO requirements. These differences are identified by the symbol  appearing in the margin. The IATA Regulations also incorporate additional material of practical assistance to users.

The IATA *Dangerous Goods Regulations* are also available in Chinese, French, German, Russian and Spanish language versions. A Japanese language edition is also produced under licence by the Japan Air Cargo Institute for Safety Inc. (JACIS).

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It should be noted that these IATA *Dangerous Goods Regulations* are subject to constant review in the light of new technical developments and changing requirements of industry and air transportation.

Record of Addendum

From time-to-time there is a need to issue an addendum to the *Dangerous Goods Regulations* (DGR) to incorporate changes issued by ICAO to the contents of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* or to reflect changes to the content of the DGR. A record of addendum table is provided below to assist holders of the DGR to record that the addendum has been received and incorporated.



RECORD OF ADDENDUM

Addendum No.	Date ^a	Name ^b	Addendum No.	Date	Name

^a The date the addendum changes were included into this copy of the DGR.

^b The name of the person who included the addendum changes into this copy of the DGR.

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Because the eDGR application will automatically update to push amendments (addendum) and bug fixes to the eDGR application, the date for each addendum will be left blank for those users. You can also manually trigger this update in the Tools menu of the eDGR. An internet connection is required for automatic updates to work.



INTRODUCTION

PURPOSE OF THE DANGEROUS GOODS REGULATIONS

The IATA *Dangerous Goods Regulations* are published in order to provide procedures for the shipper and the operator by which articles and substances with hazardous properties can be safely transported by air on all commercial air transport.

In 1953, the Member airlines of IATA recognized the growing need to transport by air, articles and substances having hazardous properties which, if uncontrolled, could adversely affect the safety of the passengers, crew and/or aircraft on which they are carried. Experience in other modes of transport had demonstrated that most such articles and substances could be carried safely provided that the article or substance was properly packed and the quantities in each package were properly limited. Using this experience together with the industry's knowledge of the specialized characteristics of air transport, IATA developed the first regulations for the transport of dangerous goods by air. The first edition of the IATA *Dangerous Goods Regulations* was published in 1956 as the IATA Restricted Articles Regulations.

GENERAL PHILOSOPHY

Dangerous goods can be transported safely by air transport provided certain principles are strictly followed. The IATA *Dangerous Goods Regulations* is an easy-to-use manual based on the International Civil Aviation Organization (ICAO) *Technical Instructions for the Safe Transport of Dangerous Goods by Air*. It incorporates additional operational requirements, which provide a harmonized system for operators to accept and transport dangerous goods safely and efficiently.

The Regulations include a detailed list of individual articles and substances specifying the United Nations classification of each article or substance and their acceptability for air transport as well as the conditions for their transport. Since no listing can be complete, the list also includes many generic or "not otherwise specified" entries to assist in the classification of those articles or substances not listed by name.

Some dangerous goods have been identified as being too dangerous to be carried on any aircraft under any circumstances; others are forbidden under normal circumstances but may be carried with specific approvals or exemptions from the States concerned; some are restricted to carriage on all cargo aircraft; most however, can be safely carried on passenger aircraft as well, provided certain requirements are met.

Packaging is the essential component in the safe transport of dangerous goods by air. The IATA *Dangerous Goods Regulations* provide packing instructions for all dangerous goods acceptable for air transport with a wide range of options for inner, outer and single packagings. The packing instructions normally require the use of UN performance-tested specification packagings, however these are not required when dangerous goods are shipped in Limited Quantities under the provisions of Limited Quantity "Y" Packing Instructions. The quantity of dangerous goods permitted within these packagings is strictly limited by the Regulations so as to minimize the risk should an incident occur.

Training is also an essential element in maintaining a safe regulatory regime. It is necessary for all individuals involved in the preparation or transport of dangerous goods to be trained in the functions for which they are responsible. Depending on the job-function, this may entail only familiarization training or may also include more detailed training in the intricacies of the Regulations. It is important to remember that dangerous goods are very unlikely to cause a problem when they are prepared and handled in compliance with the IATA *Dangerous Goods Regulations*.

The proper declaration of dangerous goods by the shipper ensures that all in the transportation chain know what dangerous goods they are transporting, how to properly load and handle them and what to do if an incident or accident occurs either in-flight or on the ground. The pilot-in-command must know what is on board the aircraft in order to properly deal with any emergencies, which may occur. The pilot must also convey this information, if possible, to air traffic services to aid in the response to any aircraft incident or accident.

Information regarding dangerous goods forbidden in baggage must also be conveyed to passengers to assist them in recognizing dangerous goods, which they are not permitted to carry on their person or in their baggage and which may not be readily recognizable as being dangerous.

Lastly, dangerous goods accidents or incidents must be reported, so that an investigation by the relevant authorities can establish the cause and take corrective action. Also, if as a result of these investigations changes are required in the Regulations, appropriate regulatory action can be taken without delay.

SIGNIFICANT CHANGES AND AMENDMENTS IN THE 64TH EDITION (2023)

The 64th edition of the IATA *Dangerous Goods Regulations* incorporates all amendments made by the ICAO Dangerous Goods Panel in developing the content of the 2023–2024 edition of the ICAO Technical Instructions as well as changes adopted by the IATA Dangerous Goods Board. 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.

Record of Addendum. Notes have been added to the record of addendum table to clarify that the date entered in the table should be the date that the addendum changes were incorporated into the copy of the DGR and the name entered is that of the person who incorporated those changes.

2—Limitations

2.3—Dangerous Goods Carried by Passengers or Crew—The provisions for battery-powered mobility aids (2.3.2.2—2.3.2.4) have been revised to identify that batteries only need be removed when the design of the mobility aid does not provide adequate protection against damage to the battery.

Note:

The requirement for mobility aids with spillable batteries (2.3.2.3) to be handled, loaded and stowed upright at all times, or the battery must be removed remains.

2.6—Dangerous Goods in Excepted Quantities—Paragraph 2.6.5.1 has been revised to clarify that a package containing dangerous goods in excepted quantities may also contain goods not subject to the Regulations.

2.8.1—State Variations—The List (2.8.1) and List of State Variations (2.8.2) have been revised to include new States and amended variations for existing States.

3—Classification

3.4.1.2.4 and 3.5.2.2—The classification provisions for self-reactive substances and organic peroxides, respectively, have been revised to fully align to the wording in the UN Model Regulations.

3.8.3.2.3—This paragraph has been revised to clarify that substances or mixtures classified as corrosive must be assigned to Packing Group I if the test results do not indicate a different packing group.

3.9.2.6.1—The requirements of the lithium battery test summary have been revised to remove the need for the test summary for button cells installed in equipment.

4—Identification

4.2—List of Dangerous Goods

The amendments to the List of Dangerous Goods include:

- change of the maximum net quantity per package on Cargo Aircraft Only for UN 2794, **Batteries, wet, filled with acid**, UN 2795, **Batteries, wet, filled with alkali** and UN 3292, **Cells, containing sodium** from “No limit” to 400 kg. These articles must be packed in a UN specification packaging, for which the limit is 400 kg.
- addition of Special Provision A154 to the entries for UN 3171, **Battery-powered vehicle**, UN 3528, UN 3529, UN 3530, engines and machinery, UN 2990 and UN 3072, life-saving appliances and UN 3166, vehicles.
- addition of a new entry, UN 3550, **Cobalt dihydroxide powder**.
- addition of Special Provision A4 to UN 2922, **Corrosive liquid, toxic, n.o.s.** and addition of A5 to UN 2923, **Corrosive solid, toxic, n.o.s.**
- reclassification of UN 1891, **Ethyl bromide**, from Division 6.1 to Class 3 with a Division 6.1 subsidiary hazard.
- deletion of UN 1169, **Extracts, aromatic, liquid** and change of the proper shipping name for UN 1197, to become **Extracts, liquid**, for flavour or aroma.
- addition of packing group(s), where applicable, to entries shown as “forbidden/forbidden” with a UN number and proper shipping name. The packing group, when assigned, forms part of the classification information.

4.4—Special Provisions

The amendments to the special provisions include:

- addition of a sentence to special provisions A1 and A2 specifying that when dangerous goods are being offered under an approval that A1 or A2, as applicable must be noted in the authorization column of the Shipper's Declaration.
- amendment to A176 specifying that when metal hydride storage systems are being offered that the special provision number must be noted in the authorization column of the Shipper's Declaration;

New special provisions include:

- A221—assigned to UN 1002, **Air, compressed** identifying that mixtures of nitrogen and oxygen in the concentrations specified may be transported as UN 1002 and that a Division 5.1 subsidiary hazard label is not required;
- A223—assigned to UN 2990, **Life-saving appliance, self-inflating** and UN 3072, **Life-saving appliance, not self-inflating** identifying that life-saving appliances packed in strong rigid outer packagings with no dangerous goods other than cartridges of a Division 2.2 compressed or liquefied gas, with no subsidiary hazard installed for the purposes of the activation of the device may be shipped as cargo as “not restricted”;

Note:

the wording of A223 was previously included in Packing Instruction 955.

- A224—assigned to UN 3548, **Articles containing miscellaneous dangerous goods, n.o.s.** This new special provision identifies that articles containing an environmentally hazardous substance may be shipped as cargo on a passenger or cargo aircraft in accordance with the provisions of Packing Instruction 975 and that Special Provision A2 assigned to the UN number then does not apply;
- A225—assigned to UN 3538, **Articles containing non-flammable, non-toxic gas, n.o.s.** This new special provision identifies that articles containing a Division 2.2 gas without a subsidiary hazard may be shipped as cargo on a passenger or cargo aircraft in accordance with the provisions of Packing Instruction 222 and that Special Provision A2 assigned to the UN number then does not apply.

5—Packing

Packing Instructions

Table 5.0.B—List of Inner Packagings—Has been amended to remove reference to metal and plastic aerosols (IP7, IP7A, IP7B and IP7C).

PI 203, PI Y203 and PI Y963—Have been revised to remove all details of metal and plastic aerosols (IP7, IP7A, IP7B and IP7C). There is now a standard capacity of 1,000 mL for metal aerosols and receptacles, small containing gas (gas cartridges) and 500 mL for plastic receptacles in line with the provisions of the UN Model Regulations.

PI 220, PI 378 and PI 972—Have been revised to include additional packing requirements identifying that unless the design and construction of the engine or machinery is such that the containment for the dangerous goods is adequately protected then the engine or machinery must be packed in strong outer packagings or fixed in cradles, crates or other handling devices. Additional provisions have been added such that engines or machinery are forbidden for transport if lithium batteries in the engine or machinery are damaged or defective. There is also now a specific reference to engines or machinery that contain pre-production prototype lithium cells or batteries or low production runs of lithium cells or batteries that may be shipped on a cargo aircraft under an approval from the appropriate authority of the State of origin and the State of the operator.

PI 222 and PI 975—Have been added to address the packing provisions for UN 3538, **Articles containing non-flammable, non-toxic gas, n.o.s.** and UN 3548, **Articles containing miscellaneous dangerous goods, n.o.s.**, respectively, provided that the articles meet the conditions specified in Special Provision A224 or A225.

PI 870—Has been revised to remove reference to the packing provisions for batteries installed in equipment. Where batteries are installed in equipment, the correct classification is UN 3171, **Battery-powered equipment** and PI 952 applies.

PI 950, PI 951 and PI 952—Have been revised identifying that vehicles are forbidden for transport if lithium batteries in the vehicle are damaged or defective. There is also now a specific reference for vehicles that contain pre-production prototype lithium cells or batteries or low production runs of lithium cells or batteries

that may be shipped on a cargo aircraft under an approval from the appropriate authority of the State of origin and the State of the operator.

PI 965 and PI 968—Have been revised to require that each package prepared in accordance with Section IB must be capable of withstanding the 3 m stack test as applies to limited quantity packages.

PI 966, PI 967, PI 969 and PI 970—Section II have been revised to specify that when packages are placed into an overpack that the packages must be secured in the overpack and the intended function of each package must not be impaired by the overpack. This aligns to the general requirements for overpacks specified in 5.0.1.5.

6—Packaging Specifications and Performance Tests

6.1.7—6.1.9—The requirements for aerosols have been deleted.

6.4.1, 6.4.2—The provisions for the design, construction, testing, initial and periodic inspection of cylinders, including UN cylinders have been revised.

6.4.4—The provisions for the test requirements for aerosols and gas cartridges have been revised.

7—Marking and Labelling

7.1.5.5—The lithium battery mark has been revised to remove the requirement for a telephone number to be provided on the mark. There is a transition period until 31 December 2026 during which time the mark shown in the 63rd edition of the DGR may continue to be used.

8—Documentation

8.2.1—The transitional period for the dangerous goods statement on the air waybill has been extended by a further two years until 31 December 2024.

9—Handling

9.3.7—The provisions for replacements of labels on packages where the labels are found to be lost, detached or illegible after acceptance have been revised to include a requirement for marks, such as the excepted quantity mark and limited quantity mark to be replaced by the operator.

10—Radioactive Materials

10.8.3.9.2, Step 6—The wording of Step 6 has been revised to include reference to mixtures of radionuclides for which relevant data are not available and where the shipper has determined the A_1 or A_2 value using Table 10.3.B that a statement must be added to the Shipper's Declaration.

10.8.3.9.4—Step 13 has been revised to include reference to mixtures of radionuclides for which relevant data are not available and where the shipper has used Table 10.3.B to determine the appropriate A_1 or A_2 value that reference must be made to the use of table 10.3.B as well as an indication of the radioactive contents as specified in the first column of table 10.3.B.

Appendix A—There are many changes to the defined terms shown in the Glossary.

Appendix C—There are additions to the list of currently assigned self-reactive substances on Division 4.1 in Table C.1 and to the list of organic peroxides in Table C.2.

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) has been revised. IATA Accredited Training Schools (F.3—F.5) have been updated to include entities that have joined the new CBTA Centre Program.

Appendix H—The guidance material on development and implementation of competency-based training for dangerous goods has been removed from the DGR and is now posted on the IATA website as a stand-alone document, www.iata.org/dangerousgoods.

REFERENCE MARKS

The following symbols placed against an item indicate changes from the previous edition:

Symbol—Meaning

□—Addition of a new item.

△—Change to an item.

⊗—Cancellation of an item.

✎—Additional IATA requirements.

☢—Indicates that the item relates entirely to Radioactive shipments.

ACCEPTANCE CHECKLIST

Paragraph 9.1.3 requires that operators use a checklist when accepting dangerous goods. The content of the checklist is the responsibility of each operator.

As a guide, dangerous goods acceptance checklists for radioactive and for non-radioactive shipments have been included at the end of these Regulations. In addition, a simplified checklist for dry ice has been included.

RELATIONSHIP OF THE SIX (6) LANGUAGE EDITIONS

The IATA *Dangerous Goods Regulations* are published in six languages: English, Chinese, French, German, Russian and Spanish. A Japanese language edition is also produced under licence by the Japan Air Cargo Institute for Safety Inc. (JACIS). The electronic version of the IATA *Dangerous Goods Regulations* is also available in English, French, German and Spanish.

The English text is used for the translations, therefore, if there is a difference between the English text and any of the other language texts, the English text prevails.

HOW TO USE THE REGULATIONS

The detailed content of these Regulations gives all the necessary provisions to enable a shipper to correctly prepare a consignment of dangerous goods for air transport and for a freight forwarder and operator/ground handling agent dangerous goods acceptance personnel to be able to verify, to the extent possible, that the consignment of dangerous goods complies with the requirements of these Regulations. To assist shippers the following step-by-step procedure is given for guidance to ensure all the applicable requirements for classifying, packing, marking, labelling and documenting are met.

The information given below is for guidance only and the relevant sections should be checked to ascertain their relevance to each consignment.

1. Determine the correct technical name or composition of the substance or the description of the article and check if substance is forbidden on aircraft (see Subsections 2.1 and 4.2).
2. Ascertain whether the name or composition of the article or substance appears in the List of Dangerous Goods in Subsection 4.2 and if so, its proper shipping name. That proper shipping name must then be used on the Shipper's Declaration and be marked on the package(s).
3. If only the UN number of the substance or article is known, Subsection 4.3 provides a cross-reference from the UN/ID number to the proper shipping name and is arranged in numerical order. For the language editions, Subsection 4.3 shows the proper shipping name applicable to the UN number, the proper shipping name in English, which must be used on the Shipper's Declaration for Dangerous Goods and the page number on which the entry appears in Table 4.2.
4. If the substance or article does not appear in the list, determine the class or division into which it falls by comparing its known properties with the definitions for the various classes, which are given in Section 3.
5. If the properties are not known, tests should be carried out to determine the appropriate class and division. If the article or substance is not listed by name in the list and does not meet the definition of any of the classes, it is not subject to these Regulations.
6. For articles or substances with multiple hazards, the provisions of Subsection 3.10 should be followed. Once all the properties of the article or substance are known, determine whether it is forbidden for transport according to the provisions of Subsections 2.1 and 4.2.
7. If the article or substance does not come within the provisions of Subsection 2.1, determine the proper shipping name from the most appropriate of the generic or n.o.s. entries in Table 4.1.A, in accordance with the hierarchy shown in Subsection 4.1. If the substance or article does not appear in the list, refer to Appendix C.1 and C.2 for further possible identification.
8. If the quantity of material to be transported is very small, it may be possible to utilise the provisions for Dangerous Goods in Excepted Quantities provided that all of the requirements of Subsection 2.6 are met.
9. Determine whether it is desired to transport the article or substance on passenger or cargo aircraft.
10. From the information given in Columns G to L of the List of Dangerous Goods, ascertain whether or not the article or substance is forbidden for transport on passenger aircraft or on both passenger and cargo aircraft.
11. For classification of Radioactive Material (Class 7) and the packaging, marking, labelling, certification and documentary requirements for radioactive shipments, consult Section 10.
12. If the article or substance is forbidden for transport on passenger aircraft, determine whether it can be transported on cargo aircraft.
13. For shipments intended for carriage on PASSENGER AIRCRAFT:
Having determined that the article or substance is not forbidden for carriage on passenger aircraft, determine the following:
 - Packing Instruction number (see Subsection 4.2, Column G and I);
 - Quantity limitation (see Subsection 4.2, Column H and J for package limits and the Packing Instruction for inner packaging limits);
 - Applicable State or operator Variations (see Subsection 2.8).
14. For shipments intended for carriage on CARGO AIRCRAFT (or which can only be carried on such aircraft):
Having determined that the article or substance is not forbidden for carriage on cargo aircraft, determine the following:
 - Packing Instruction number (see Subsection 4.2, Column K);
 - Quantity limitation (see Subsection 4.2, Column L for package limits and the Packaging Instruction for inner packaging limits);
 - Applicable State or operator Variations (see Subsection 2.8).

15. Determine the other packing details from the relevant information or packing instruction in Section 5 and any special requirements from Sections 1 and 4.

It should be noted that the Limited Quantity provisions may be used as an acceptable alternative to UN packagings, subject to State and Operator Variations. (See Subsection 2.7, 5.0.3, Subsections 6.1, 6.2 and 6.6).

16. Select, where permitted, a method of packing from the packing instruction, or ascertain the provisions of the instruction and ensure the packagings to be used meet all the relevant requirements of Subsection 5.0 and Section 6.
17. Note that State and operator Variations listed in the packing instructions do not necessarily constitute a complete list of applicable variations. Subsection 2.8 must always be checked to determine all applicable State and operator Variations.
18. Ensure all the appropriate markings and labels are affixed to or printed on the packages according to Section 7.
19. Complete and sign the Shipper's Declaration for Dangerous Goods in accordance with Section 8 and prepare the Air Waybill.
20. Offer the complete consignment for transport by air.







64th EDITION, 1 JANUARY 2023





SECTION 1—APPLICABILITY

1.0 Definition of Dangerous Goods

Dangerous goods are articles or substances which are capable of posing a hazard 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.

Note:

Terms, which have special meaning within these Regulations, are defined in Appendix A.

1.1 Basis of these Regulations

- △ 1.1.1 The UN Subcommittee of Experts on the Transport of Dangerous Goods (SCoETDG) develops recommended procedures for the transport of all types of dangerous goods except radioactive materials. These procedures, applicable to all modes of transport, are published in the *Recommendations on the Transport of Dangerous Goods—Model Regulations*.

Note:

Recommendations on Tests and Criteria, which are incorporated into certain provisions of these Regulations are published as a separate manual (Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria) available from the United Nations. This Manual includes:

- *Part I: Classification procedures, test methods and criteria relating to explosives of Class 1.*
- *Part II: Classification procedures, test methods and criteria relating to self-reactive and polymerizing substances of Division 4.1 and organic peroxides of Division 5.2.*
- *Part III: Classification procedures, test methods and criteria relating to articles or substances of Class 2, Class 3, Class 4, Division 5.1, Class 8 and Class 9.*
- *Part IV: Test methods concerning transport equipment.*
- *Part V: Classification procedures, test methods and criteria relating to sectors other than transport.*
- *Appendices: Information common to a number of different types of tests and national contacts for test details.*

- △ 1.1.2 The International Atomic Energy Agency (IAEA) develops recommended procedures for the safe transport of radioactive materials. These procedures are published in the IAEA Regulations for the Safe Transport of Radioactive Material (2018 Edition). The requirements of these regulations as they pertain to air transport are reflected in Section 10.

1.1.3 The International Civil Aviation Organization (ICAO) has used these recommendations as the basis for developing the regulations for the safe transport of

dangerous goods by air by any aircraft (including both internal and external carriage). The ICAO regulations are codified in Annex 18 to the *Convention on International Civil Aviation* and in its *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284 as amended) (Technical Instructions).

Note:

The term “aircraft” includes both aeroplanes and helicopters.

1.1.4 The IATA *Dangerous Goods Regulations* (the Regulations) contain all of the requirements of the Technical Instructions. IATA has included additional requirements, which are more restrictive than the Technical Instructions and reflect industry standard practices or operational considerations. These are identified by the symbol “” in the margin.

1.2 Application of these Regulations

STATE VARIATIONS: BHG-01, CAG-06, JMG-04, USG-01, VCG-02, VEG-04/08, ZAG-02

Editorial Note:

State and operator variations applicable to a subsection are indicated by the appropriate alpha-numeric code, as described in 2.8.2 and 2.8.4 respectively.

1.2.1 Applicability

The IATA Dangerous Goods Regulations are applicable to:

- all operators which are Members or Associate Members of IATA;
- all operators which are party to the IATA Multilateral Interline Traffic Agreement—Cargo; and
- all shippers and agents that offer consignments of dangerous goods to these operators.

1.2.2 Relationship to ICAO

1.2.2.1 The ICAO Annex 18 and the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* are applicable for the transport of dangerous goods by air from, to or through the Member States of ICAO.

1.2.2.2 There are certain differences between the IATA and ICAO regulations which stem from operational considerations and result in a regulatory regime which is necessarily more restrictive than the ICAO requirements. Differences which are more restrictive than the ICAO *Technical Instructions* are identified in the Regulations by the symbol “” appearing in the margin. The IATA *Dangerous Goods Regulations* also incorporates additional material of practical assistance to users.

1.2.3 General

1.2.3.1 These Dangerous Goods Regulations, referred to as the “Regulations”, prescribe the detailed requirements applicable to the international transport of dangerous goods by air under normal circumstances. Any addendum to this edition of the Dangerous Goods Regulations issued by IATA constitutes part of the Regulations.

1.2.3.2 In these Regulations, the words “shall” and “must” are used to indicate a mandatory requirement. The words “should” and “may” indicate a preferred requirement and are not binding.

1.2.4 Scope

Nothing contained in these Regulations should be interpreted as:

- requiring an operator to transport a particular article or substance;
- preventing an operator from imposing special requirements on the transport of a particular article or substance over and above the requirements contained herein; or
- preventing an operator from requiring a shipper to seek confirmation or endorsement of the “Shipper's Declaration for Dangerous Goods” from an authority named by the operator.

1.2.5 Approvals

STATE VARIATIONS: AUG-01, BEG-02/04, BHG-02/03, BRG-11, CAG-07/08, FRG-01, GHG-02/03, HRG-03, IDG-01, ITG-05, IRG-03/04, JMG-01, KPG-02, MOG-02, NLG-01, OMG-03, ROG-01/02, USG-03, VEG-01, YEG-03/06, ZAG-01

OPERATOR VARIATIONS: 2K-12, 4C-01, 5X-08/09, 6R-13, 7H-01, AF-03, AM-15, AV-12, AY-03, BZ-09, CI-07, D0-05, D5-04, EK-02, ES-05, EX-12, FX-04, GU-12, JJ-01, KL-03, L7-01, LA-01, LP-01, LR-12, LU-01, M3-01, MP-03, P3-06, PZ-01, QR-07, QT-13, QY-05, RU-06, SV-14, TA-12, TG-07, TN-02, UC-01, V8-06, WC-12, XL-01

1.2.5.1 Where specifically provided for in these Regulations, the States concerned may grant an approval to permit the transport of dangerous goods, provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in these Regulations is achieved.

Note:

For the purposes of approvals, “States concerned” are the States of origin and the operator, unless otherwise specified in these Regulations.

1.2.5.2 Acceptance of dangerous goods offered for transport under the provisions of an approval is at the discretion of the operator(s) concerned. Shippers are encouraged to make advance arrangements with the operator(s) as part of the planning process associated with any approval application.

1.2.6 Exemptions

STATE VARIATIONS: BRG-04, DEG-04, ROG-03, YEG-03

OPERATOR VARIATIONS: 2K-12, 4C-01, 6R-13, AF-03, AM-15, AV-12, AY-03, BZ-08/09, CI-07, EK-02, EX-12, GA-11, GU-12, JJ-01, KL-03, L7-01, LA-01, LP-01, LR-12, LU-01, M3-01, MP-03, P3-06, PZ-01, QT-13, RU-06, TA-12, UC-01, V8-06, XL-01

1.2.6.1 In instances of extreme urgency or when other forms of transport are inappropriate or when full compliance with the prescribed requirements is contrary to the public interest, the States concerned may grant exemption from the provisions of the Regulations provided that in such instances every effort is made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in these Regulations.

Note:

Refer to 2.1.1 for dangerous goods forbidden for transport by air under any circumstances.

1.2.6.2 For the State of overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Notes:

- For the purposes of exemptions, the “States concerned” are the States of origin, operator, transit, overflight and destination.*
- Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the ICAO Supplement to the Technical Instructions (Part S-1; 1.2 and 1.3).*
- Due to differences in the type of operations carried out by helicopters compared with aeroplanes, some additional considerations need to be made when dangerous goods are carried by helicopter, as described in Subsection 9.9.*

1.2.6.3 The exemption should include, as a minimum, the following:

- the UN/ID number, proper shipping name and classification;
- packaging and quantity applicable;
- any special handling required and any special emergency response information;
- name and address of shipper and consignee;
- airports of departure, transit and destination and the proposed dates of transport; and
- duration of validity of the exemption.

1.2.6.4 A copy of the exemption issued by all States concerned must be provided to the operator and must accompany the consignment. If the exemption documents are not in English, an accurate translation in English must accompany the consignment.

1.2.6.5 Acceptance of dangerous goods offered for transport under the provisions of an exemption is at the discretion of the operator(s) concerned. Shippers are encouraged to make advance arrangements with the