

Section 4 – Identification

In Subsection 4.2: List of Dangerous Goods, there are several revisions:

- A reference to [Special Provision A123](#) has been added against the light type entry “[batteries, dry](#)”. A123 specifies that batteries or battery-powered equipment must be protected against short circuit or inadvertent operation. Dry cell batteries and equipment powered by dry cell batteries are not classified as dangerous goods and are therefore not regulated for transport. However, there have been a significant number of incidents where batteries with exposed terminals have short-circuited, causing fire. Also, battery-powered equipment has inadvertently been activated causing overheating and fires.
- Reference to the “[Keep away from heat](#)” handling label has [been added to Column E](#) for self-reactive substances of Division 4.1 and Division 5.2 organic peroxides to reinforce the requirements of SP A20, which requires the addition of the handling label.

Section 4.4 – Special Provisions

- [SP A154](#) has been [added](#) in reference to [UN 3090 \(lithium batteries and UN 3091\)](#) lithium batteries contained in equipment and packed with equipment. A154 states lithium batteries subject to safety recall by the manufacturer, or lithium batteries that have been damaged are forbidden for transport. This additional provision reflects the concerns of regulatory authorities about recent battery recalls following fires.

Section 5 – Packing

- **5.0.1.2** contains a new paragraph stating that any [external contamination on packaging must be removed](#) prior to being placed in transport

Packing Instructions

- Packing Instructions 203, Y203, 204, Y204 and 910 have been revised to ensure that valves on [aerosols must be protected from inadvertent activation](#) when packed for transport.
- Packing Instructions 902 and 910 have been expanded to address requirements in which shippers present [magnetised materials or consumer commodities in a unit load device \(ULD\)](#). The additional content is the same as that already added to PI 904 for dry ice. This requires that the shipper must provide the operator (airline) with written documentation specifying the number of packages and weight for each ULD.

Section 7 – Marking and Labelling

- **7.1.5.1(d)** has been revised to make the [addition of the letter “G” after “kg” mandatory for items where the declared weight is a gross weight](#). Previously, this was only a recommendation. This requirement applies only to nominated classes and consignments of more than one package.
- **7.3.13 – Figure 7.3.M Division 5.2 Organic Peroxide hazard label**. The design of the label has been brought into alignment with the UN Model Regulations, which states that the colour of the line in the upper half of the label must be the same as the colour of the “flame” symbol.

Section 8 – Documentation

- **8.1.6.9.2(a) Quantity of dangerous goods in each package**. This has been revised to make the addition of the [letter “G” after “kg” mandatory for items where the declared weight is a gross weight](#). The addition of the “G” was previously only a recommendation. The change is intended to reduce concerns during the airline acceptance check about the weight declared and should reduce acceptance delays.

Appendix I – Impending Changes

The content of Appendix I reflects the [changes](#) agreed to and implemented by the UN Subcommittee in the 15th revised edition of the UN Model Regulations. It also addresses the changes agreed to by the ICAO Dangerous Goods Panel. [These will appear in the 2009-2010 edition of the ICAO Technical Instructions and the 50th edition of the DGR.](#) These items are included in Appendix I to provide advance information to shippers, training providers, operators and others on changes that will need to be made before the end of 2008. The contents of Appendix I include:

- **Dangerous Goods in Excepted Quantities.** The UN has included provisions for dangerous goods in excepted quantities in the 15th revised edition of the UN Model Regulations. This is expected to lead to the incorporation of these provisions into the modal regulations for road, rail and sea transport and result in harmonised multi-modal transport for dangerous goods in excepted quantities. While the UN provisions are based on the existing air transport requirements, as shown in DGR 2.7, the UN Subcommittee has made a number of revisions to the excepted quantity provisions. These changes include a standardised package marking that will replace the IATA Dangerous Goods in Excepted Quantity label.
- **List of Dangerous Goods.** There will be a number of new UN number/proper shipping-name entries that will come into effect from 1 January 2009. These include new UN numbers for:
 - **Ethanol and gasoline (petrol) mixture (UN 3475).**
 - **Fuel cell cartridges (UN 3476 – Division 4.3, UN 3477 – Class 8, UN 3478 – Division 2.1 Liquefied flammable gas and UN 3479 – Division 2.1 Hydrogen in metal hydride).**
 - **Lithium ion batteries (UN 3480), Lithium ion batteries contained in equipment and Lithium ion batteries packed with equipment (UN 3481)**
- **Special Provisions.** There will be a number of new and amended special provisions that will come into effect from 1 January 2009.
- **Packing Instructions.** The addition of new entries into the List of Dangerous Goods requires numerous new packing instructions. As well, a number of the existing packing instructions will be revised.