

The 54th Edition of the IATA DGR becomes effective 1 January 2013. It is available in the last quarter of the year and this means that the update process has begun. As in previous years a Significant Changes document will be prepared however in the meantime, while we are in the process of authoring here are some key areas to pay attention to:

- Specific provisions to address the carriage of dangerous goods by helicopters have been included into the applicable places in the Regulations to address the specific requirements and differences for helicopter operations.
- In order to assist users of the DGR to ensure the manual is up to date in the event of an addendum, a record of addendum has been added to the publication.
- A new table has been added to Subsection 1.5 to address designated postal (mail) operators' training. With this comes a new definition for designated postal operators and new provisions for the carriage of dangerous goods by post in air transport.
- The provisions for dangerous goods permitted in passenger and crew checked and/or carry-on baggage have been revised with a number of additions to address items that are "not restricted" through application of a special provision. These include addition of allowances for non-spillable batteries, subject to limitations on the size of the battery.
- New provisions have been added within the dangerous goods in excepted quantity provisions to address very small quantities of dangerous goods (1 g / 1mL per inner and 100 g / 100 mL per package), which may then be transported unrestricted.
- The regulatory requirements applicable to lithium batteries have again been subject to review and revision. The changes include:
 - amendments to the testing requirements contained in the UN *Manual of Tests and Criteria*. Lithium batteries design types tested in accordance with the 5th revised edition may continue to be manufactured until the end of 2013. After that time the new test requirements must be applied;
 - lithium battery manufacturers will be required to implement a quality management system. This quality management system does not have to be accredited by a third-party, but must be made available to the regulator upon request;
 - the per package limits shown in Table 4.2 have been revised to make all quantities net quantities of lithium batteries per package. This also applies to lithium batteries contained in equipment and lithium batteries packed with equipment. Net quantity limits have also been applied to Section II lithium cells and batteries contained in equipment and packed with equipment.
 - to address concerns about "bulk" shipments of Section II lithium batteries prepared under PI 965 or PI 968, the per package limits for Section II have been significantly reduced. For very small cells and batteries, up to 2.7 Wh for lithium ion and up to 0.3 g lithium content for lithium metal, the limit is 2.5 kg net per package. Section II lithium cells and batteries above this size will be limited to either 8 cells per package or 2 batteries per package. Quantities of lithium cells and batteries that otherwise meet the provisions of Section II, i.e. up to 20 Wh / 100 Wh for lithium ion cells and batteries, up to 1 g / 2 g lithium content for metal cells and batteries must now be shipped under the provisions of a new Section IB. Section IB shipments must comply with all of the requirements of the Regulations, including dangerous goods training for shippers, except that non-UN specification packagings may be used and the Shipper's Declaration is not required provided the required information is provided on alternative documentation. Package limits for Section IB shipments are the same as the current (2012) Section II package limits, i.e. 10 kg G for lithium ion (PI 965) and 2.5 kg G for lithium metal (PI 970). Packages of Section IB lithium batteries must bear both the lithium battery handling label and the Class 9 hazard label.
- Amendments to the List of Dangerous Goods include:

- addition of a new entry for electric double-layer capacitors, UN 3499;
 - an additional proper shipping name, Cartridges for tools, blank has been added to UN 0014;
 - six new entries have been added for chemicals under pressure, UN 3500 – UN 3505 in Division 2.1 and Division 2.2;
 - all of the references to “G” indicating gross weight in columns J and L have been deleted. This is associated with the revision to the definition of net quantity, see Appendix A changes. A small number of limited quantity entries will still retain the 30 kg G limitation;
 - all chlorosilanes with a Class 8 subsidiary risk are now restricted to Cargo Aircraft Only;
 - UN 2809, Mercury has been assigned a toxic subsidiary risk. Associated with this change, Mercury in manufactured articles has been assigned to UN 3506.
- There are quite a number of revisions and additions to the special provisions. These include:
 - revision to the special provision for aircraft batteries to specifically allow for lithium ion aircraft batteries to be shipped on a passenger aircraft up to 35 kg net;
 - the special provision for mercury in manufactured articles has been revised to provide an exemption for lamps containing up to a defined quantity of mercury;
 - new special provisions have been added to address the classification and other requirements for capacitors and for chemicals under pressure.
 - For the packing instructions, there are new packing instructions to address the new entries for chemical under pressure and for capacitors. The provision in the packing instructions where there is a requirement for absorbent material has been revised to specify that there must be sufficient absorbent material to absorb the entire contents of the inner packagings.
 - There are changes to the provisions applicable to the written information to the pilot-in-command (NOTOC) which includes new requirements to specify that the information on the NOTOC must be provided to the personnel responsible for operational control, e.g. the airline operations control centre. This requirement becomes mandatory as from 1 January 2014.
 - Amendments have been made to the Glossary, these include a revision to the definition of “net quantity”. This was done to address articles such as wet cell and lithium batteries where previously gross weight applied.