

SIGNIFICANT CHANGES AND AMENDMENTS IN THE 68th EDITION (2027)

The 68th edition of the IATA *Dangerous Goods Regulations* incorporates all amendments made by the ICAO Dangerous Goods Panel in developing the content of the 2027–2028 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.

How to Use the Regulations

The instructions on how to use the DGRs have been amended to include the application of special provisions to specific shipments, the selection of the correct packing instructions and packaging types, and the rules for combining multiple dangerous goods in a single package (All Packed in One).

1—Applicability

1.2.7—Exceptions for dangerous goods carried in an aircraft, has been amended to also include the addition of blood and blood components for the purposes of transfusions. The amendment to the exception is primarily for the equipment (which may contain dangerous goods) maintaining the viability of the organs, blood and blood components.

The exception for data loggers has been expanded to include certain sodium ion batteries.

1.4.2—Information to employees has been clarified to state that an operator's Operations, Dangerous Goods or other manual must be kept up to date. Operators must also establish procedures for employees regarding those dangerous goods that may only be carried by passengers and crew with the approval of the operator.

1.4.3—Operator's responsibilities. A paragraph has been inserted which requires operators to consider those dangerous goods that require the approval of the operator, and have regard to the potential for a fire and the ability to control the situation until a safe landing.

1.4.4—Provision of information to passengers. Operators have to establish the requirements for passengers seeking the approval of the operator to carry certain dangerous goods. This is complemented by DGR 1.4.2.2.

2—Limitations

2.3—Dangerous Goods Carried by Passengers or Crew

A note has been added to section 2.3 regarding the intent of “personal use” in respect of the dangerous goods that are permitted to be carried by passengers and crew.

Text has also been added to clarify paragraphs 2.3.2 through to 2.3.4 regarding the approval of the operator and that such approval is required for passengers to carry those items.

2.3.0.9—has been introduced to cater for the emerging concerns with galvanically separated batteries being carried by passengers.

2.3.1.2 and **2.3.1.4**—have been combined together and a note has been added to confirm that the prohibition on these devices applies even when the devices have been issued by policing organizations to their employees.

2.3.1.4—now reflects that power banks containing lithium ion batteries, exceeding 100 Wh are forbidden from being carried by passengers or crew.

2.3.2.4—Wheelchairs/Mobility Aids with Lithium Batteries.

This section has been amended to take a greater safety-based focus with lithium ion battery powered mobility aids. The amendments introduce additional requirements for operators carrying mobility aids where the installed battery(ies) exceed 300 Wh per device. For spare lithium ion batteries, the changes include a limit of 300 Wh per device, rather than an unlimited number of batteries.

Consistent changes have been made to 2.3.2.2 and 2.3.2.3 re-affirming that the approval of the operator is required.

Amendments have been made to portable electronic devices to clarify that the battery allowances are on a “per device” basis.

Table 2.3.A has been divided into three tables. Table 2.3.A now sets out those items which require the approval of the operator, while Table 2.3.B contains those that do not require the approval of the operator.

Items which were listed in Table 2.3.A and which are not permitted to be carried by passengers or crew, have been removed and put into Table 2.3.C. It is expected that Table 2.3.C is transitional and will be removed in the 70th edition of the DGRs.

2.3.5.8—has been amended to distinguish between power banks and spare batteries. Passengers and crew are limited to no more than 2 power banks. The previous limit of 20 spare batteries has been reduced to 18 to maintain a semblance of equilibrium with an allowance for 2 power banks. Operators may permit more than 18 spare batteries, but cannot permit more than two power banks.

2.5—Dangerous Goods in Operator’s Property

Changes to this section relate to the crew’s carriage and usage of power banks for purposes related to the operation of the aircraft, which must be addressed in the operations or other manuals. Crew wishing to carry and use power banks for personal use are subject to the normal requirements of Section 2.3.

2.6—Dangerous Goods in Excepted Quantities

2.6.2.2 has been amended to clarify that the excepted quantity provisions only apply to substances and not articles.

2.8.1—State Variations

States are invited to concurrently contact IATA and ICAO regarding the introduction or amendment of State Variations.

The variations list for Argentina, Philippines, Sri Lanka and Ukraine have been amended to reflect the ISO country code. There is a consequential amendment to the corresponding State variation code, but the numbering of those State variations remains unchanged.

Significant changes or notable new variations have been recorded for 17 States including New Caledonia (NCG) and Norfolk Island (NFG).

2.8.3—Operator Variations

Users of the DGRs should note that, similar to last year, a number of Operator Variations have been editorially amended to provide for a consistent format, without changing the meaning or intent of the variation. Most changes relate to introducing consistent cross references or a standard form of words.

Variations which repeat existing regulations but are not more restrictive, have been deleted. Company specific variations, (such as dry ice limits by aircraft type) which are better managed through their own internal procedures have also been amended or deleted.

A number of operator variations prohibited the carriage of certain classes, divisions or specific UN numbers, but then excepted COMAT spares. These additional exceptions were often because the Operator’s ground handling service provider (GHSP) had rejected the consignment, citing DGR 2.5.2.1. The GHSP is operating as the operator’s contracted agent and the most appropriate pathway for managing company specific procedures is through the company’s manuals. References to COMAT in the operator variations are being removed and a corresponding note has been inserted under 2.5.2.

In 2027, in preparation for the 69th edition of the DGRs, IATA will be engaging with operators regarding the removal of variations which do not meet the criteria set out in 2.8.3.2.

3—Classification

3.1.1—Definitions and general provisions on the classification of explosives—contains minor amendments in the classification of explosive articles.

3.2.5.2.5—has been amended regarding subsidiary hazard classification and 3.2.5.2.6 includes several additional prohibitions where the aerosol contents also meet the classification criteria for particular classes, divisions or packing groups.

3.6.2.2.1.3—makes reference to reflect that State related entities may provide additional guidance on classification of infectious substances. This is particularly relevant when emerging health situations require a quick response in differentiating between UN 3373 and UN 2814/UN 2900.

3.9.2.6.1—the addition of paragraph (h) applies to the classification of hybrid batteries, composed of lithium ion and sodium ion cells.

3.11.4—now contains additional material regarding the further classification of samples of certain organic substances which may be shipped under the provisions for self-reactive substances Type C.

4—Identification

4.2—List of Dangerous Goods

Updates to the list of dangerous goods, includes the following new entries:

- UN 3561 **Chlorophenols, corrosive, toxic, solid, n.o.s.★**;
- UN 3562 **Chlorophenols, corrosive, solid, n.o.s.★**;
- UN 3563 **Lithium metal batteries installed in cargo transport unit**;
- UN 3564 **Sodium ion batteries installed in cargo transport unit**.

The proper shipping name for Fluroanilines has been deleted and cross references provided for fluroaniline variants.

An entry has been created for Magnetic Resonance Imaging machines to provide a cross reference to the relevant “Article” entry and Special Provision A236.

4.4—Special Provisions

The following special provisions have been amended:

- A26 and A103 in addition to the existing references to refrigerating machines, these special provisions now include heating machines;
- A88 has been amended to remove the uncertainty of what constitutes low and annual production runs;
- A107, A185, A213, A225 and A228 now include additional references to lithium/sodium batteries;
- A214 contains additional guidance material on the classification, and differences, between battery powered vehicles and battery powered equipment.

The following new special provisions have been included:

- A235 relates to the classification of hybrid batteries, containing both sodium ion and lithium cells or batteries;
- A236 facilitates the transport of modern magnetic resonance imaging (MRI) machines;
- A239 has been introduced, effectively replicating Special Provision A801. Consequently Special Provision A801 has been removed;
- A808 is a new provision, which will be applied to UN numbers and proper shipping names in Table 4.2 that have been phased out. Phased out UN numbers and proper shipping names will be retained in the dangerous goods list for two years, with the linkage to special provision A808.

5—Packing and Packing Instructions

Amendments have been made to a number of packing instructions including 130, 200, 220, 222, 378, 459, 497, 570, 603, 650, 950, 951, 952, 955, 962, Y963, 964, 965, 966, 967, 968, 969, 970, 972, 975 and 978.

Many changes in the packing instructions relate to the addition of sodium ion batteries and the changed text around prototype batteries.

For section II packages in packing instructions 967, 970 and 978 containing no more than 4 cells or two batteries, then any button cells in the equipment do not count towards the 4 cell/2 battery limit.

6—Packaging Specification and Performance Tests

In Section 6, changes have been made to remain in alignment with the UN Model Regulations and are relevant for all modes of transport.

7—Marking and Labelling

The previous battery mark with provision for a phone number has been phased out. The old version contains additional information, and should not form the sole basis for rejection of the package. Shippers are encouraged to source the current version of the battery mark.

The marking requirements for overpacks do not require every single marking on the underlying packages to be replicated on the overpack. From a safety perspective, the mark is for the purpose of indicating the total

quantities of dangerous goods in the overpack. The note regarding the marking of overpacks has been clarified and an example provided.

Where a shipment requires the battery mark as well as other hazard labels other than the Class 9 battery label, then the battery mark is to be placed on the same surface as the other hazard labels.

8—Documentation

8.1.6.9.2 Second Sequence—Step 6 has been restructured and re-worded to provide a more logical flow to this step.

9—Handling

Section 9 handling includes changes regarding the segregation of explosives based on compatibility groups.

Appendices

Appendix A—Glossary

There are multiple changes to the glossary which are tied to changes in the UN Model Regulations regarding cylinders, large packagings, salvage packagings and associated editions.

Appendix C—Currently Assigned Substances

Table C.2 has been updated for the list of organic peroxides from the UN Model Regulations.