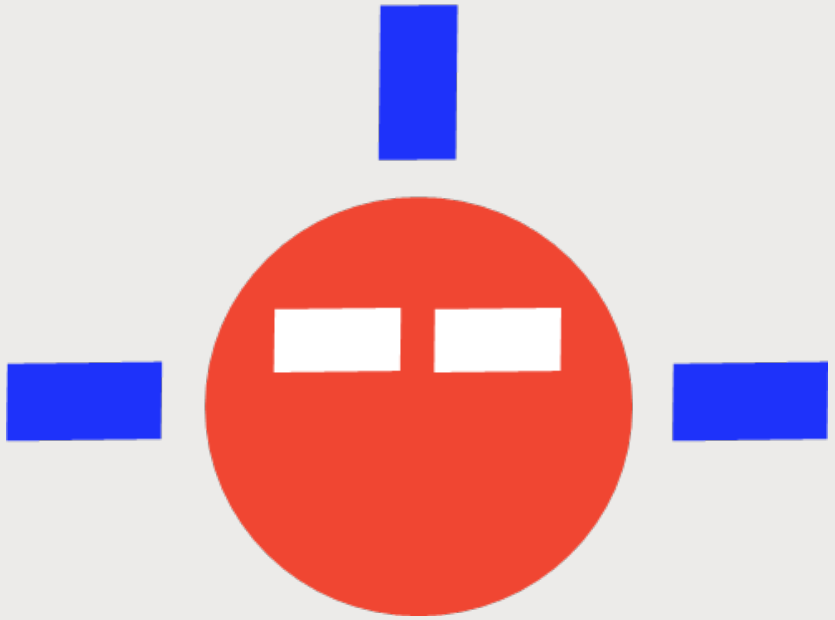
Key Updates Effective 2026

Summary of Changes: 67th Edition IATA DGR



General Philosophy

&

Safety of the Supply Chain

Guidance Documents Updated

Battery Guidance Document

Transport of Lithium Metal, Lithium Ion and Sodium Ion Batteries

Revised for the 2025 Regulations

Introduction

△ This document is based on the provisions set out in the 2025-2026 Edition of the ICAO *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Technical Instructions) and the 66th Edition (2025) of the IATA Dangerous Goods Regulations (DGR).

The provisions of the DGR with respect to lithium and sodium ion batteries may also be found in the IATA Battery Shipping Regulations (BSR) 12th Edition. In addition to the content from the DGR, the BSR also has additional classification flowcharts and detailed packing and documentation examples for these batteries.

Reference to **"sodium ion battery"** in this document, is to be taken as those that meet the testing and classification criteria for UN 3551, Sodium Ion Battery **with organic electrolyte** set out in the Manual of Tests and Criteria, part III, sub-section 38.3.

□ The information in this document is intended for guidance purposes only. It should not be relied upon as a source of regulatory compliance.

Information on the DGR and BSR can be found at:

http://www.iata.org/dgr

https://www.iata.org/en/publications/manuals/battery-shipping-regulations/

Please note that there has been significant restructuring of the material in this document. When compared to the 2024 edition of this document; certain text changes can be identified by:

□	Addition of an item
△	Change to an item
⊗	Deletion of an item

This document does not consider batteries other than lithium metal, lithium ion and sodium ion with organic electrolyte.

Packaging Requirement - Lithium Batteries

Navigating the 3m Stack Test

Introduction

Effective January 2025, a new requirement was introduced into the packing instructions for the air transport of lithium batteries that are packed with, or contained in equipment (PI 966-II, PI 967-I and II, PI 969-II, and PI 970 – I and II). This additional measure is for non-UN Specification packaging and is generally aligned with existing packaging requirements for the limited quantity provisions in the dangerous goods regulations.

The new requirement states:

"Each package of cells or batteries or the completed package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness, a force applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours.
Note:
Capability may be demonstrated by testing, assessment, or experience."

Application and Compliance

The requirement specifies that the package must be "capable of withstanding" the weight of a 3-metre stack of packages. There is no formal requirement for special conditioning of the packaging materials; nor for a test to be conducted by an independent testing authority. Shippers may determine, or assert the package's "capability" through:

- **Testing**: i.e. conducting tests, or having tests conducted on representative packages.
- **Assessment**: i.e. an evaluation the existing packaging design and materials.
- **Experience**: i.e. direct experience that the packaging is capable.

It is the responsibility of the shippers to ensure their packaging and completed package complies with the dangerous goods regulations.

The majority of wholesalers and OEMs (original equipment manufacturers) of electronic equipment, which is packed with or contains lithium batteries, already use purpose designed packaging. This packaging, and the completed package, has been constructed and designed to withstand the normal rigours encountered in the transport of their goods.

e-commerce retailers, and shippers of individual packages of electronic items which are not in purpose designed inner and outer packaging may need to take more objective steps to determine a package's capability of withstanding the weight of a 3-metre stack.

The shipper should be able to provide, upon the request of the appropriate regulatory authority, the basis on which "capability" was evaluated. The regulations do not prescribe a specific method to

Dangerous Goods Declaration - Rejections for Minor Discrepancies

The IATA Dangerous Goods Regulations (DGR) contains examples of the Dangerous Goods Declaration (DGD). In the 60th edition (2019) these were amended to reflect a minor change, when the term "subsidiary risk" was replaced with "subsidiary hazard". The change was not regarded as being a significant safety issue; it was to apply terminology in a consistent manner.

Two other changes that were made, were the removal of the placeholders for "Title" and "Place" of signatory. These entries were annotated as being optional for users of the previous forms.

While updating the images which appear in the DGR, a number of other inconsequential changes were made. These include different font sizes, different font styles and changing dashed lines to solid lines.

The IATA Dangerous Goods Regulations and checklists refer to the DGD being in the IATA format. There is a perception that the DGD must be completely identical to those shown in the DGRs.

DGR 9.1.3 Note 4 refers to minor variations and discrepancies, which is particularly relevant to acceptance personnel using an acceptance checklist.

> "*Minor discrepancies, ... are not considered as errors* ***if they do not compromise safety*** *and* ***should not be considered a reason for rejecting a consignment.***"

With regards to the "format" of the DGD, and the experience of recent shipment rejections; the following matters are considered to be minor discrepancies which do not compromise safety:

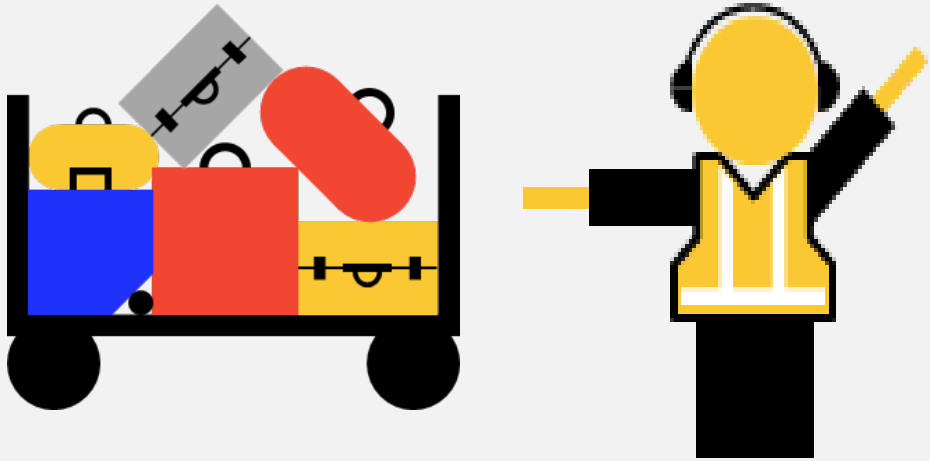
- the inclusion of additional information, such as title of signatory and place of signing;
- the use of dashed lines instead of solid lines;
- the font style or size;
- the usage of the term "risk" instead of "hazard".

Operators may specify, for reasons of operational efficiency, particular requirements relating to formatting or layout of the DGD.

The process of accepting of dangerous goods is an important function which contributes to aviation safety. The rejection of shipments for trivial reasons may have adverse consequences for business, commerce and safety.

For further questions or additional guidance, please contact dangood@iata.org

Safety risk management guidance document for operators



2025

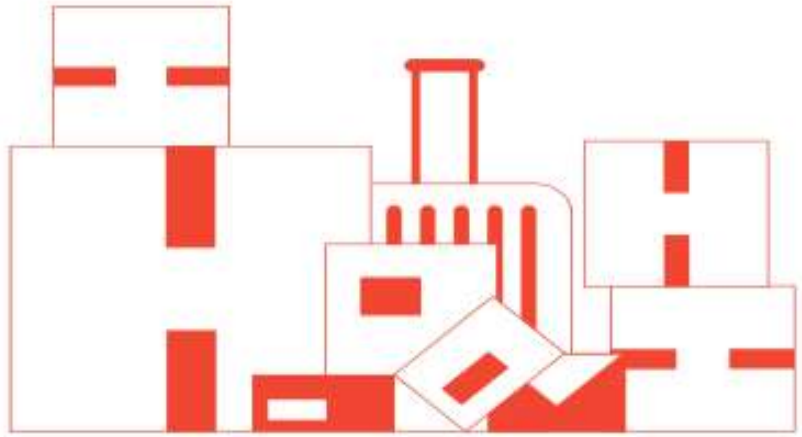
Lithium Battery Risk Assessment

in

Carriage of Cargo, Mail and Baggage

Guidance for operators

Edition 2



IATA

Passenger & Crew Provisions

Spare batteries and power banks

- Not allowed in checked baggage
- Not to be charged using inflight power outlets (Rec)
- Not to be used during taxi, take-off, or landing (Rec)
- Not be placed in cabin overhead lockers (Rec)

State and Operator Variations

State and Operator Variations

- 250+ State Variations.
- 1250+ Operator Variations.
- Different wording, same meaning.
- Standardization project ongoing.
- Passenger-related variations under consideration.

290 Variations = 16 Basic Themes

30 Operators with 21 versions of **"No Class 7"**

15 Operators with 6 ways of saying **"No Hazardous Waste"**

65 Operators with 9 different ways of needing a **"24-hour contact number on the DGD"**

21 Operators with 10 versions of **"No DG in Airmail"**

17 Operators with 4 ways of **"No Excepted Quantities"**

"Fissile Materials Not Accepted"

☢ Fissile radioactive material will not be accepted for transport (see 10.5.13).

☢ Fissile material will not be accepted.

☢ Fissile material shall not be accepted for carriage.

☢ Fissile radioactive materials in any quantity will not be accepted for carriage on [OPR] services (see 10.5.13 and 10.10.2).

☢ Fissile materials as defined in these Regulations will not be accepted for carriage on board [OPR] aircraft (see 10.5.13).

☢ Class 7, Fissile radioactive material will not be accepted for carriage (see 10.5.13 and 10.10.2)

☢ Class 7, Fissile radioactive materials will not be accepted for carriage.

☢ Class 7, fissile materials are forbidden for carriage on [OPR] services.

And for 2027...

- Operators requiring Prior Approval, for goods under a State Approval or Exemption.
- Variations relating only to dangerous goods carried by passengers and crew.
- Operator's aircraft-specific limitations (dry ice in certain holds) or no DG on certain aircraft types.
- Certain single packaging requiring overpacking.
- Variations requiring CAO labels on packages that meet passenger aircraft requirements.

IATA - Dangerous Goods (HAZMAT)

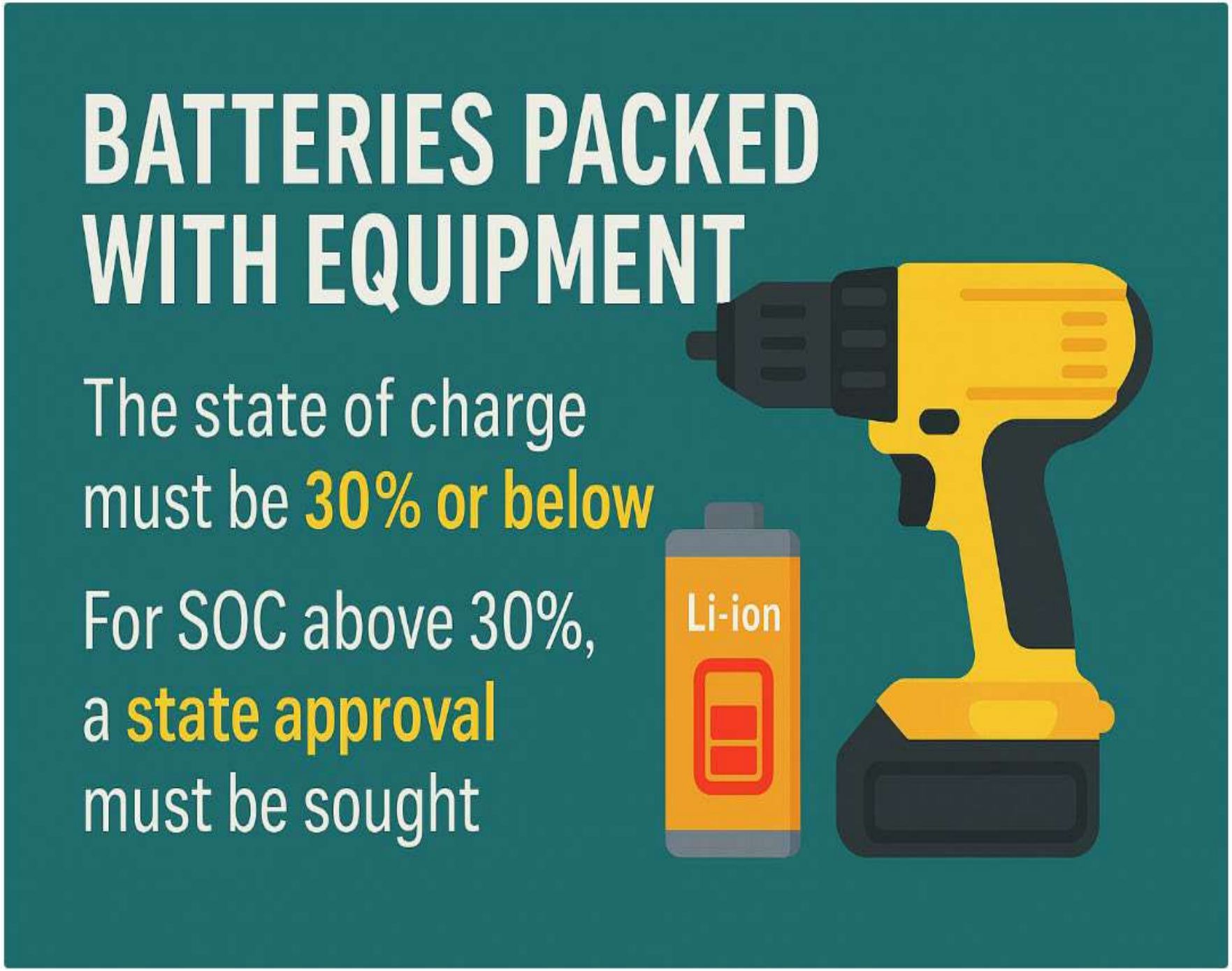
Section 4 – Identification

New entries for hybrid vehicles in light text.

	UN/ID No.	Proper Shipping Name/Description	Class or Div. (Sub Hazard)	Hazard Label(s)	PG	EQ	Passenger and Cargo Aircraft				Cargo Aircraft Only		S.P. see 4.4	ERG Code
							Ltd Qty							
							Pkg Inst	Max Net Qty/Pkg	Pkg Inst	Max Net Qty/Pkg	Pkg Inst	Max Net Qty/Pkg		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
	3166	**Vehicle, flammable gas powered**	9	Miscellaneous		E0	Forbidden		Forbidden		951	No Limit	A70 A87 A118 A120 A124 A214	*9L*
☞	3166	**Vehicle, flammable gas powered,** hybrid	9	Miscellaneous		E0	Forbidden		Forbidden		951	No Limit	A70 A87 A118 A120 A124 A214	*9L*
	3166	**Vehicle, flammable liquid powered**	9	Miscellaneous		E0	Forbidden		950	No Limit	950	No Limit	A70 A87 A118 A120 A124 A214	*9L*
☞	3166	**Vehicle, flammable liquid powered,** hybrid	9	Miscellaneous		E0	Forbidden		950	No Limit	950	No Limit	A70 A87 A118 A120 A124 A214	*9L*

Section 5:

Packing Instruction 966



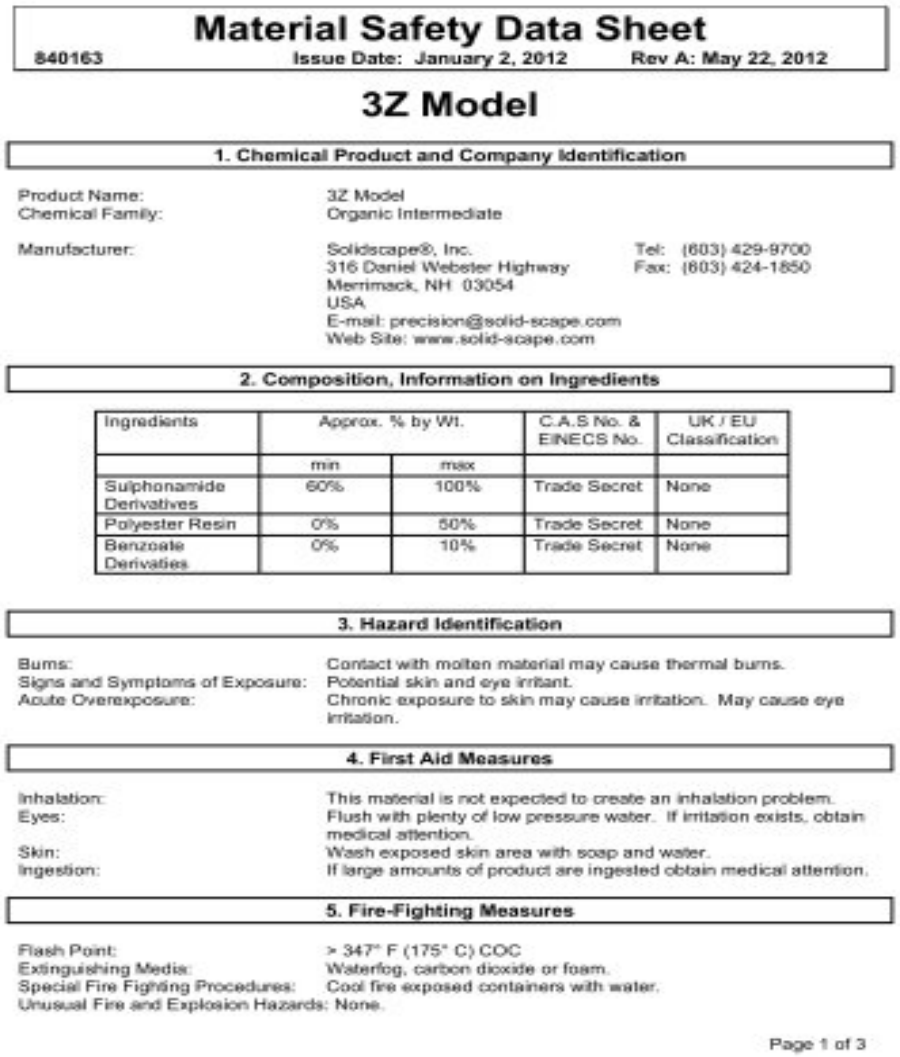
Handling

Minor Discrepancies (9.1.3 Note 4)

Minor errors in labels / marks / documentation not grounds for rejection if safety is not compromised.

Appendix A: Glossary

Definition of SDS (Safety Data Sheet)



Material Safety Data Sheet

840163 Issue Date: January 2, 2012 Rev A: May 22, 2012

3Z Model

1. Chemical Product and Company Identification

Product Name: 3Z Model
Chemical Family: Organic Intermediate

Manufacturer: Solidscape®, Inc.
316 Daniel Webster Highway
Merrimack, NH 03054
USA
E-mail: precision@solid-scape.com
Web Site: www.solid-scape.com
Tel: (603) 429-9700
Fax: (603) 424-1850

2. Composition, Information on Ingredients

Ingredients	Approx. % by Wt.		C.A.S No. & EINECS No.	UK / EU Classification
	min	max		
Sulphonamide Derivatives	60%	100%	Trade Secret	None
Polyester Resin	0%	50%	Trade Secret	None
Benzoate Derivaties	0%	10%	Trade Secret	None

3. Hazard Identification

Burns: Contact with molten material may cause thermal burns.
Signs and Symptoms of Exposure: Potential skin and eye irritant.
Acute Overexposure: Chronic exposure to skin may cause irritation. May cause eye irritation.

4. First Aid Measures

Inhalation: This material is not expected to create an inhalation problem.
Eyes: Flush with plenty of low pressure water. If irritation exists, obtain medical attention.
Skin: Wash exposed skin area with soap and water.
Ingestion: If large amounts of product are ingested obtain medical attention.

5. Fire-Fighting Measures

Flash Point: > 347° F (175° C) COC
Extinguishing Media: Waterfog, carbon dioxide or foam.
Special Fire Fighting Procedures: Cool fire exposed containers with water.
Unusual Fire and Explosion Hazards: None.

Page 1 of 3

Appendix B.4: GHS

SDS-Purpose, rationale and applicability

*"**Safety Data Sheets (SDS)** should be produced for all substances and mixtures which meet the harmonized criteria for carcinogenic, toxic to reproduction or target organ toxicity in concentrations exceeding the cut-off limits for SDS specified by the criteria for mixtures. The competent authority may also require SDS for mixtures not meeting the criteria for classification as hazardous, but which contain hazardous ingredients in certain concentrations. The competent authority may also require SDS for substances or mixtures that meet the criteria for classification as hazardous for non-GHS classes/end-points."*

IATA

Appendix B – Cargo IMP Codes

New IMP codes for vehicles

RVB - Battery Powered Vehicle
RVF - Flammable Fuel Vehicle
RVH - Hybrid Vehicle
RVO - Other Vehicles

Appendix H – Impending Changes (2027–2028)

MEETING	2022		2023				2024				2025				2026				2027
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
UN SCoETDG		61		62		63	23	64		65		66		67	24	68		69	
ICAO DGP		WG-22	2023-24	WG-23		DGP 29				WG 24	2025-26	WG-25		DGP 30				WG 26	2027-28
IATA DGB	121	64	122		123	65-H	124		125	66	126		127	67-H	128		129	68	130

UN/65 - UN Model Regulations

24th Revision (1 Jan 2026)

DGP/30 - ICAO TI

2027-2028 Ed (1 Jan 2027)

DGB/126 - IATA DGR

67th Ed (App.H) (1 Jan 2026)

Appendix H – Impending Changes

H.1: Exceptions

- Exceptions for dangerous goods carried in an aircraft, to include the addition of blood and blood components for the purposes of transfusions.
- The exception for data loggers will be expanded to include certain sodium ion batteries.

H.2: Dangerous Goods Carried by, and for the “Personal Use”, of Passengers and Crew

Four State codes will be amended to reflect the ISO country code

State	Old	ISO code
Argentina	RAG	ARG
Philippines	RPG	PHG
Sri Lanka	VCG	LKG
Ukraine	UKG	UAG

H.3: Classification

- Minor amendment in the classification of explosive articles (UN).
- Prohibition of the carriage of certain aerosols which also meet the classification criteria for particular classes, divisions or packing groups (ICAO).
- Additional guidance on classification of infectious substances and seeking information on emerging health situations has been provided (UN).
- The classification of hybrid batteries, composed of lithium ion and sodium ion cells has been provided (UN).
- Additional guidance and flow-chart on the classification of organic substances with energetic properties (UN).

H.4: Identification

H.4.2: The Dangerous Goods List

Four new UN numbers….

- 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**

H.4.4 Special Provisions

Amendments and additions….

- **A26** and **A103** amended to include heating machines;
- **A107**, **A185**, **A214** and **A235** to include additional references to batteries;
- **A236** regarding magnetic resonance imaging (MRI) machines

H.9: Handling Segregation of explosives

From:

Except as provided for in 9.3.2.2.5 explosives of different compatibility groups may be stowed together, whether they belong to the same division or not.

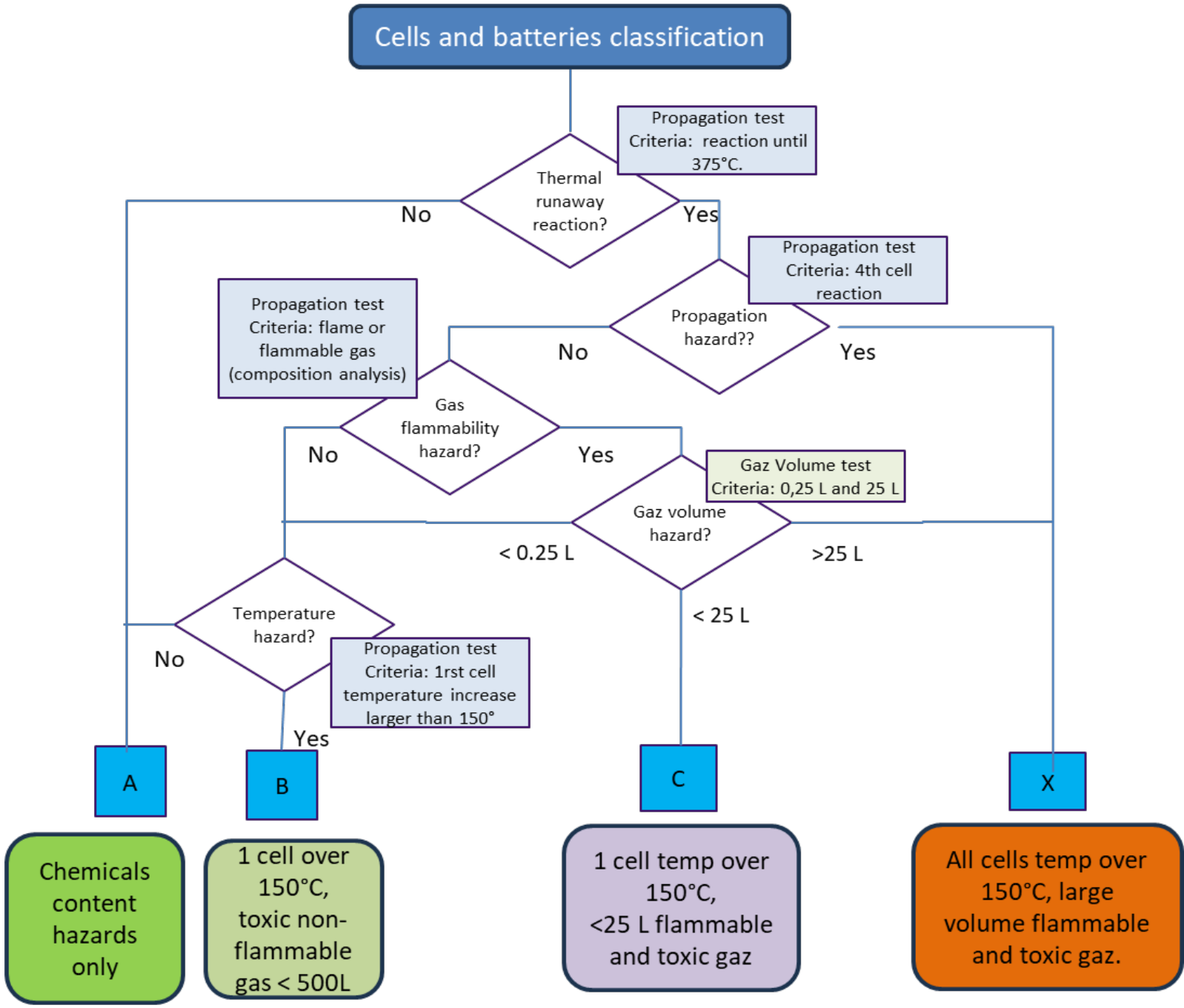
To:

Only compatibility groups C, D, E and S may be co-located.

Changes over the next few years?

Work of the UN Informal Working Group

A Hazard Based Classification System for Batteries



Q & A