

SIGNIFICANT CHANGES AND AMENDMENTS IN THE 67th EDITION (2026)

The 67th edition of the IATA *Dangerous Goods Regulations* incorporates all amendments made by the ICAO Dangerous Goods Panel in developing the content of the 2025–2026 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.

Introduction

The General Philosophy has been updated to address concepts regarding the Safety of the Supply Chain and the roles that various parties have when handling and transporting cargo, including dangerous goods.

1—Applicability

1.4.3.2—the wording regarding the provision of signage has been updated to remove an ambiguity and to make clearer what is required and that which is recommended.

2—Limitations

2.3—Dangerous Goods Carried by Passengers or Crew

- Recommendations have been introduced regarding the use and charging of power banks and spare batteries in the cabin.
- Corresponding changes have been made to Table 2.3.A.

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

The List (2.8.1.3) and List of State Variations (2.8.2) have been revised to include variations submitted by Thailand and significant changes to the variations submitted by France, and the United Kingdom.

2.8.3—Operator Variations—Minor changes have been made to assist operators who seek to amend or add operator variations, including a requirement for requests for variations to be submitted **by 31 March** for publication in the next edition of the DGR.

The list (2.8.3.4) and the list of Operator variations (2.8.4) have also been revised to include variations submitted by a number of airlines, as well as the removal of a number of operators.

Users of the DGRs should note that 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, Examples of these operator variations are:

- Airmail containing dangerous goods will not be accepted for carriage (**see** 2.4 and 10.2.2).
- Class 1 explosives will not be accepted for carriage, except for Division 1.4S.
- Dangerous goods in salvage packagings will not be accepted for carriage (**see** 5.0.1.6, 6.0.6, 6.7, 7.1.4 and 7.2.3.10).
- Fissile material will not be accepted (**see** 10.3.7 and 10.5.13).
- Liquid dangerous goods in single packagings of plastic drums and plastic jerricans must be prepared as follows:
 - the plastic drums/plastic jerricans must be protected by other strong outer packaging, for example fibreboard box; or,
 - if prepared as an open overpack, a suitably sized plastic, foam or wooden pallet must be used to protect at least the top and bottom of the packaging.

Other variations that have been editorially amended for standardization relate to;

- Dangerous goods in excepted quantities;
- Dangerous good in limited quantities;
- Transport of hazardous waste;
- High consequence dangerous goods;
- Self-balancing vehicles in cargo;
- Self-balancing vehicles in passenger baggage;

- Transport of Dry Ice;
- Chemical oxygen generators.

4—Identification

4.2—List of Dangerous Goods

The amendments to the list of dangerous goods includes the following two new entries with a light type addition of “hybrid”, which are in addition to, and not replacements for, the existing bold type entries for UN 3166 vehicles.

- UN 3166 **Vehicle, flammable gas powered**, hybrid; and,
- UN 3166 **Vehicle, flammable liquid powered**, hybrid.

Shippers, forwarders and ground handling agents are encouraged to use these entries so that operators are better able to assess and manage the risks when transporting these hybrid powered vehicles.

4.4—Special Provisions

The amendments to special provisions include:

- A1 – removal a note which has no current application within the dangerous goods list;
- A199 - Removal of a sentence which, if included, leads to a contradiction; and,
- A226 - removed as it became ineffective on 30 June 2025.

8—Documentation

8.2.3—Clarification that where there is a statement that is compliance with another part of the regulations (such as a special provision or a packing instruction) then the information set out in the four dot points of 8.2.3 is not required.

9—Handling

9.1.3—Acceptance Checklist and Note 4—the reference to minor discrepancies and differences has been amended. The examples in the note are not reflective of the trivial reasons that are currently being given for rejection. Additional guidance material will be published on the IATA website.

9.3.8.5—A cross reference to the ULD handling tag has been provided, to assist operators and handling agents.

Appendices

Appendix A—Glossary

The glossary now includes an entry for SDS—safety data sheets, with a cross reference to new text in Appendix B.

Appendix B—Nomenclature

B.2.2.4 includes new Cargo IMP codes for vehicles.

B.4—Globally harmonized System of Classification and Labelling of Chemicals (GHS) has been amended to include additional text regarding the context, purpose and rationale of Safety Data Sheets.

Appendix H—Impending Changes

A new appendix has been added to this edition of the DGR to provide the detail of the changes that, if confirmed, will come into effect as of 1 January 2027, based on the adoption of the changes arising from the 24th revised edition of the UN Model Regulations as well as the changes that have been agreed to date by the ICAO Dangerous Goods Panel for inclusion into the 2027–2028 edition of the Technical Instructions. These changes include:

- Exceptions for dangerous goods carried in an aircraft, will be amended to also 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.
- There will be a note added to section 2.3 regarding the intent of “personal use” when considering the dangerous goods that may be carried by passengers and crew.

- The variations list for four States will be amended to reflect the ISO country code. There will be a consequential amendment to the corresponding State variation code, but the numbering of those State variations will remain unchanged.
- There will be a minor amendment in the classification of explosive articles.
- A new paragraph will set out the prohibition of the carriage of certain aerosols which also meet the classification criteria for particular classes, divisions or packing groups.
- Additional guidance on classification of infectious substances, and reference to seeking information on emerging health situations has been provided.
- The classification of hybrid batteries, composed of lithium ion and sodium ion cells has been provided.
- There is additional guidance and a flow-chart on the classification of organic substances with energetic properties.
- Updates to the list of dangerous goods, which 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.**
- Amendments and additions to special provisions include:
 - 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.
- Minor amendments have been made to packing instructions 130, 200, 459, 497, 590, 854, 950, 951 and 952.
- Section 9 handling includes changes regarding the segregation of explosives based on compatibility groups.
- Updates to the list of organic peroxides.