

December 23rd, 2024

ANAW24-012

Dear Valued Customers,

IATA Dangerous Goods Regulations (DGR) Changes and Amendments in the 66th edition

Please be advised that there will be some changes and amendments to IATA DGR 66th Edition with effective from January 1st, 2025 as follows.

1. Sodium ion batteries [DGR 3.9.2.7, etc.]

- DGR 3.9.2.7 includes the classification criteria for sodium ion batteries.
- The main points to consider when shipping "UN3551 Sodium Ion Batteries" by our flight services are as follows:
 - ✓ Packing Confirmation sheet
Submission of the "Packing Confirmation Sheet" is not required.
 - ✓ Indication of "No more than 30% state of charge" on the DGD
It is not necessary to indicate the "No more than 30% state of charge" on the DGD.
 - ✓ Other remarks
In principle, ANA does not accept UN3551 shipments originating outside of Japan.
- When transporting "UN3552 Sodium ion batteries packed with equipment" or "UN3552 Sodium ion batteries contained in equipment" on our flight services, we will accept them in accordance with the requirements of the IATA DGR.

2. Lithium battery or Sodium ion battery powered vehicle [DGR 3.9.2.13, DGR 8.1.6.9.1, etc.]

- The DGR 3.9.2.13 includes the classification criteria for vehicles powered by lithium or sodium ion batteries which was classified "UN3171 Battery-powered equipment" or "UN3171 Battery-powered vehicle" under the DGR 65th edition.
- There will be a transition period for "UN3171 Battery powered vehicle" to continue to include vehicles powered by lithium batteries until March 31st, 2025.
- For January 1st - December 31st, 2025, it is recommended that the batteries are at a State of Charge (SoC) not exceeding 30%, or have an indicated battery capacity not exceeding 25%.
- After December 31st, 2025, these restrictions will become mandatory for vehicles with batteries that exceed 100 Wh.

3. Packing Instructions [DGR 5.0.2.11]

DGR 5.0.2.11 includes clarification when calculating the Q value, that the quantities from the relevant packing instructions are to be consistent with regard to the intended aircraft type.

4. Lithium batteries [DGR 5.9, etc.]

- Packing instructions of lithium ion batteries and lithium metal batteries have been amended.
 - ✓ State of Charge requirement (PI966)
The 30% SoC restriction will be extended into PI966, initially as a recommendation in 2025, and becoming mandatory in 2026 for batteries. (There are some exceptions depending on the watt-hour rating.)
 - ✓ State of Charge requirement (PI967)
PI967 has been revised to introduce the recommendation that batteries contained in equipment should not be offered with an SoC > 30% or an indicated battery capacity exceeding 25%.
 - ✓ 3-meter stack test for a duration of 24 hours requirement (PI966/PI967/PI969/PI970)
3-meter stack test for a duration of 24 hours requirement has been added for PI966 Section II, PI967 Section I and II, PI969 Section II, and PI970 Section I and II. Submission of the "Packing Confirmation Sheet" is not required.

5. Marking of UN Specification Packagings [DGR 6.0.4.1]

As a marking requirement for UN specification packaging, "bearing marks on a non-removable component" has been added with a transition period until the end of 2026.

6. Battery Mark [DGR 7.1.5.5]

The lithium battery mark has been renamed as the battery mark.

7. Class 9 Lithium battery or sodium ion battery label [DGR 7.3.18.2]

The Class 9 lithium battery label has been renamed as the Class 9 lithium battery or sodium ion battery label.

8. Handling Information Statement [DGR 8.2.1]

The transition period for the dangerous goods declaration on the air waybill from "Dangerous Goods as per attached Shipper's Declaration" to "Dangerous Goods as per associated Shipper's Declaration" has ended at the end of 2024.

9. Marking of Radioactive Materials [DGR 10.7.1.4.4]

DGR 10.7.1.4.4 has been amended to reflect the marking of an overpack when UN 1845, Carbon dioxide, solid, has been included in a consignment with material meeting the classification and transport requirements of Section 10.

We kindly request your confirmation of the IATA DGR 66th edition, as the above information does not fully cover all the revised items in the IATA DGR 66th edition. In addition, different regulations may apply when using code-share flights, airline charter flights, etc. We would like to thank you for your understanding and cooperation.

Sincerely,