

ICC Regulatory Guide:

IATA DGR 67TH EDITION

NEW RULES FOR 2026



WHAT'S COMING TO THE IATA DANGEROUS GOODS REGULATIONS FOR 2026?

As summer ends and we prepare for the new school year, the International Air Transport Association (IATA) has released updates to the Dangerous Goods Regulations (DGR). These changes will take effect on **January 1, 2026**, with the publication of the **67th Edition**. Obtaining the new edition now will give shippers time to prepare and avoid having shipments returned at the start of the new year.



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NEW SHIPPING DESCRIPTIONS

Regulators have been busy the last few years trying to solve the issue of how to safely ship battery-powered vehicles. For 2026, there will be two entries added intended for hybrid battery-powered vehicles:

- UN3166, **Vehicles, flammable gas powered**, hybrid, Class 9
- UN3166, **Vehicles, flammable liquid powered**, hybrid, Class 9

Note, however, that the shipping names to be used for hazard communication will be simply “Vehicle, flammable gas powered” or “Vehicle, flammable liquid powered.” The word “hybrid” is not in bold print, indicating that it is “descriptive text.” Descriptive text is not part of the shipping name but gives clarity to how the shipping name can be used. IATA appears to have added these entries to give clarification that hybrid vehicles would be identified by their flammable fuel source rather than as “battery-powered vehicles.”

LABELS BROWSE SELECTION



NEW IATA CARGO IMP CODES

If you're an airline handler, you have to watch out for IATA Cargo IMP Codes which identify products that require special handling. Four new codes have been added for 2026:

- RVB – Vehicle, Batter Powered (UN3556, UN3557 and UN3558)
- RVF – Vehicle, flammable, gas or liquid powered (including fuel cells)
- RVH – Vehicle, Hybrid (hybrid vehicles under UN3166)
- VRO – Vehicle, Other (UN3171)

SPECIAL PROVISION CHANGES

Special Provisions are rules that only apply to specific products or substances, and can be found in paragraph 4.4. For 2026, changes include:

- **A1** – A note about the IATA “hand” symbol has been removed as unnecessary.
- **A199** – A confusing sentence about nickel hydride batteries (“only regulated for sea transport”) was deleted, since competent authorities may regulate them in other modes.
- **A226** – Removed as obsolete. It covered electronic detonators, which are no longer regulated after 2025

TRAINING COURSES BROWSE SELECTION



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LITHIUM BATTERIES

Each year it seems IATA tries to fine-tune the regulations on the most problematic of the dangerous goods, lithium batteries.

- **State of Charge Restriction** – One change was already signposted in the 66th edition. For lithium ion batteries packed with equipment under Packing Instruction 966, a restriction has been added that they should be offered for transport at a state of charge not exceeding 30% of their rated capacity. If you want to ship cells or batteries at a state of charge greater than 30%, you must obtain the approval of the state of origin and the state of the operator and ship them under any written conditions established by those authorities. (In general, this means you must obtain a permit or certificate of approval from those authorities.)
- **Passenger Power Banks** – New rules will be in effect for passengers carrying power banks (lithium ion batteries used to power or recharge devices in transport). Charging them from in-seat power ports, or using them to power devices during takeoff or landing, will be prohibited. Power banks must be placed either under the seat in front in passenger luggage or in the seatback pocket—not in cabin baggage stowed in the overhead compartment.
- **Operator Variations** – Some carriers will be adjusting their acceptance rules for lithium and sodium batteries. For example, UPS will not accept UN3551, **Sodium Ion Batteries**, for shipment to, from or within Europe.



AIR DECLARATION FORMS



COMPLETE SHIPPING KITS



LITHIUM BATTERY LABELS

SHIPPING DOCUMENTS

Most shipping document requirements remain unchanged for 2026. However, **Air Waybill requirements** (paragraph 8.2.3) have been clarified:

While the Shipper's Declaration for Dangerous Goods (the form with the red hashmarked borders) is usually required for dangerous goods by air, there are times when you can just use the Air Waybill for substances with a low level of risk, such as shipments of dry ice with no other dangerous goods or low-powered lithium batteries. IATA DGR paragraph 8.2.3 has been updated to clarify that in such a case along with the shipping name, identification number, number of packages and net quantity per package, you must include any other information required for the substance required by other parts of the regulations (such as the notation found in the packing instructions for low-powered lithium batteries shipped as Section II).

NEW MARGINAL SYMBOLS TO IDENTIFY RULES FOR SPECIAL SUBSTANCES

If you check Appendix B.2, you'll see a legend for special symbols you can find in the margins to the text. These give alerts for changes, additions and deletions to the new edition, as well as rules for certain special types of products that have unique rules. We've already been helped to find sections that only apply to radioactives by looking for the propeller-like symbol called the trifoil in the margins.

For 2026, two other groups of substances that often have special requirements will get their own symbols:

-  Indicates a section that relates entirely to Battery shipments.
-  Indicates a section that relates entirely to Infectious Substance shipments.

STATE AND OPERATOR VARIATIONS

Each year brings a new crop of state variations (which apply to specific countries) and operator variations (which are additional requirements or restrictions for commercial airlines). For 2026, important ones include:

- Thailand has been added as a state with variations, now identified with the code “THG.” Variations include the requirement for a 24-hour number and for the use of English for any required package markings.
- Brazil has added prohibitions on electronic smoking devices (“vapes”).
- France has removed FRG-03, a restriction on certain radioactives. It has added FRG-09, on packaging lithium batteries that have not been certified according to UN 38.3.
- A number of operators have been removed from the list of operator variations (usually this is due to closures, amalgamations or name changes.)
- New operators on the list include China Xiamen Airlines, Salam Air and Sichuan Airlines.
- UPS has amended 5X-01 to allow for exceptions to the ban on radioactives if approved by the company.
- DHL has new contact information for dangerous goods shipments listed at D5-01.
- Korean Airlines has added a new requirement to KE-09 that the Shipper/Freight Forwarder must provide a document certifying that the shipment was prepared in secure premises and protected against unlawful interference during preparation, storage, and transport, and that all packages comply with the requirements of the DGR.
- Avianca Costa Rica has a new contact website for customers travelling with battery powered wheelchairs/mobility aids.
- Austrian Airlines has added OS-10, which provides a link to their policies on dangerous goods carried by passengers or crew.
- Virgin Airlines under VS-01 will now accept radioactive materials that are classed as UN3507, **Uranium hexafluoride, radioactive material, excepted package**.

HANDLING REQUIREMENTS

Those who load aircraft need to follow the rules given in Section 9, Handling of the DGR. A couple of minor changes have been made for 2026:

- **Note 4 to paragraph 9.1.3** has been simplified to remove examples that might have been confusing.
- **Paragraph 9.3.8** (identification tags for Unit Load Devices, or ULDs) now references the IATA Airport Handling Manual for tag illustrations.

INTERACTION WITH WORKPLACE HAZARD COMMUNICATION

Often, there is some confusion between what's required in the DGR for transportation and warnings and identification required by health and safety regulations such as the *Occupational Health and Safety Act* (OSHA) in the United States or WHMIS (Workplace Hazardous Materials Identification System) in Canada. For 2026, the DGR will include:

- A definition for Safety Data Sheets (SDSs) in Appendix A, Glossary, and
- Further clarifying information on the *Globally Harmonized System for Classification and Labelling of Chemicals* (GHS) in Appendix B.4. This will include a discussion of GHS-compliant hazard symbols and how to distinguish them from dangerous goods labels.

LOOKING AHEAD TO 2027

Of course, what about the year after 2026? In 2027 the document the IATA DGR is based on, the *ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air*, is being updated and there may be many more changes waiting for us then. If you want to get an early start on preparations, check out the new Appendix H, Impending Changes. Remember, though, these planned changes may or may not make it through to the eventual final version of the DGR for 2027.

CONCLUSIONS

We hope you found this guide helpful as you prepare for the upcoming IATA DGR changes. To learn more about how we can help you prepare, or about ICC's wide range of products, services, and training designed to keep your operations compliant and efficient, connect with our [team of experts](#) today.

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2026 PUBLICATIONS

