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IATA Dangerous Goods Training is required for all personnel who:

- Classify and identify dangerous goods.
- Pack dangerous goods for transport by air.
- Prepare, review, or sign the Shipper's Declaration for Dangerous Goods.
- Mark, label, or placard packages of dangerous goods.
- Offer dangerous goods for transport by air.
- Employees of the operators (i.e. airlines).

Subsection 1.6 of the IATA DGR describes the minimum requirements to provide "adequate instruction" for employees who only pack and/or ship Section II Lithium Batteries.

Still have questions?



You can find more information on my website. Or, don't hesitate to

contact me if you have any questions about dangerous goods or the Dangerous Goods Regulations of IATA.

IATA Training for Shippers of Dangerous Goods by Air

What are the regulations? What training is required?

The International Air Transport Association (IATA) is an organization created by the world's commercial airlines—it is not an agency of the United Nations. Its Dangerous Goods Regulations (DGR) are recognized by IATA member airlines as the standard for the transportation by air of dangerous goods. Though compliance is not mandated directly by law, it will be a requirement of your air carrier as most are a member of IATA.



In sum: you must comply with IATA's Dangerous Goods Regulations if you ship dangerous goods by air either domestic or international.

Section 1.5: Shippers and packers of dangerous goods must be trained and tested prior to performing a regulated function and must receive recurrent training within 24 months.

The IATA DGR changes with each calendar year, so it is critical to your business to maintain trained and knowledgeable personnel.

What must be included in IATA Dangerous Goods Training?

General Familiarization:

- General philosophy
- General requirements for shippers
- General packing requirements
- List of dangerous goods

Function Specific:

- Limitations
- Classification
- Packing instructions
- Labelling and marking
- Shipper's Declaration & other documents

Safety





Many dangerous goods—many more than you may think—may be transported by air.

Are dangerous goods under IATA the same as hazardous materials?

Dangerous good is the term used by the international community to describe what USDOT defines as a hazardous material. For the most part they are very similar and include many common articles and substances used by industry: paints, resins, solvents, acid, adhesives, plating solutions, bleach, floor cleaners, wastewater treatment chemicals, process water additives, pesticides, welding gases, aerosols, lithium batteries, and more...

There are differences, however, between the IATA Dangerous Goods Regulations and the regulations of the USDOT for the classification and identification of a hazardous material/dangerous good. One significant difference between the two is in how a marine pollutant is identified. The IATA DGR uses the same criteria as that of the International Maritime Organization in its Dangerous Goods Code which is more strict in its determination and more broad in its scope of a marine pollutant.

Are there other differences between IATA and the USDOT?

Yes, though sometimes they are subtle and can be easily overlooked, for example:

- IATA sets a 5-year life-span for plastic packaging. USDOT has no such limit.
- IATA classifies genetically modified organisms as a Class 9 Miscellaneous. USDOT does not.
- USDOT allows solid HazMat to be transported in packagings rated for liquids under certain conditions. IATA does not.
- Packaging requirements are more stringent under IATA than under USDOT.
- Training requirement under IATA is every two years (24 months) whereas it is every three years under USDOT.
- More...



ICAO, IATA, and the USDOT Hazardous Material Regulations

The transportation of hazardous materials from, through, or to the United States requires compliance with the Hazardous Materials Regulations (HMR) of the USDOT. The transportation of dangerous goods outside of the U.S. must comply with the Technical Instructions of the International Civil Aviation Organization. At 49 CFR 171.24, USDOT authorizes compliance with the ICAO Technical Instructions for the transportation of HazMat from, to, or through the U.S. (with conditions). Therefore, according to USDOT, your options for compliance when shipping HazMat by air is either the HMR or the ICAO Technical Instructions. The IATA DGR, a creation of the airline industry, is based on—and more strict than—the ICAO Technical Instructions; and is therefore acceptable for compliance with the HMR, though it is not authorized—and scarcely mentioned by—the HMR.