

Casing Scientific

Summary of Regulatory Changes, 2011
IATA, U.S. DOT, Federal Express, & Other Air Carriers
Dated: January 12, 2010

The 2011, 52nd Edition, of the IATA Dangerous Goods Regulations reflects a very substantial overhaul of the governing rules of dangerous goods shipments by air. The new IATA rules are being phased in over three months ending March 31, 2011 together with substantial FedEx changes in the way shippers prepare and document dangerous goods shipments.

Shippers Affected by the 2011 IATA Changes:

If you ship dangerous goods by air internationally, or if you use the IATA Dangerous Goods Regulations for domestic air shipments, all of your dangerous goods shipments are covered by the IATA rule changes of 2011.

The IATA rule changes for 2011 include among other important changes: (1) the renumbering and reformatting of Packing Instructions, (2) three major changes affecting limited quantity exceptions, and (3) new packaging, disclosure and labeling changes for lithium batteries shipped by air.

One example of the renumbering or reformatting the IATA Packing Instructions that affect health care & research laboratories is the renumbering of Packing Instruction 602 to Packing Instruction 620. This change will affect all shipments of Category 'A' Infectious Substances. Packing Instruction 650, for category b biological substances shipments, remains unchanged in the 2011 IATA DGR.

The reformatted packing instructions occur in IATA hazard classes: 3, 4, 5, 8, 9, & 6.1.

For more changes to the 2011 IATA rules, please see the following IATA website information:

http://www.iata.org/whatwedo/cargo/dangerous_goods/Documents/DGR52-significant-changes.pdf

Federal Express:

For air, Federal Express will require by January 10, 2011, that all FedEx Express Shipper's Declarations of Dangerous Goods forms must be prepared with approved software that performs "edit checks". The FedEx Shipper's Declaration forms may only be prepared using these software solutions:

- (1) FedEx approved vendor software applications, (2) preapproved shipper proprietary software, or (3) FedEx automated shipping solutions.

Fedex offers the Ship Manager Software online, Ship Manager Server software, and other systems that will "edit check" the Shipper's Dangerous Goods Declarations as the forms are prepared.

For FedEx shippers already using the Fedex approved software to produce the FedEx Express Shipper's Declarations, compliance has already been achieved with this particular requirement.

On January 10, 2011, the interactive templates used to produce the Shipper's Declarations online will no longer be available, including those hosted at www.casingcorp.com.

2011 Carrier Rule Changes; Federal Express ground service:

In addition, Federal Express is changing the 2011 carrier requirements for the Shipper's Declarations used for FedEx ground service. A summary of the new FedEx ground requirements from Federal Express is included on the webpage below.

Shipper's Unaffected by the 2011 IATA Rule Changes:

Shippers that have elected to use the U.S. Department of Transportation's Hazardous Materials Regulations for domestic U.S. air or ground hazmat shipments must follow Title 49 CFR.

United Parcel Service:

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Some transporters permit their hazmat shipping customers to choose between U.S. Department of Transportation Hazardous Materials Regulations, or the IATA Dangerous Goods Regulations. The UPS system operates in this way.

All UPS shippers that elect to use the IATA DGR for domestic air or international are subject to the 2011 changes. As of January 5, 2011, UPS required the IATA based dangerous goods shippers to use software generated Shipper's declarations. "Edit checking" software was not mandatory as of that date. Check with your air carrier to follow any forthcoming changes that may affect your compliance during the transition.

Emergency Response Information – DOT Rule – HM-206F

The U.S. Department of Transportation now requires a shipping paper, such as the Shipper's Declaration of Dangerous Goods, to identify the person or organization (shipper) when a third party ERI provider such as CHEMTREC is used to provide the 24 hour service. A problem can occur in intermodal transportation where the carrier, offeror, becomes the shipper on the Shipper's Declaration and the connection to the 3rd Party Emergency Response Information ("ERI") can be lost. The name of the person registered with the 3rd party ERI service "is not required to be associated with the ER telephone number if the name is entered elsewhere on the shipping paper in a prominent, readily identifiable, and clearly visible manner that allows the information to be quickly found." See "IATA/DOT Emergency Response".

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