



Guidance Material for the Transport of Dangerous Goods by Post

CAAT-GM-OPS-DGPT

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Approved by

Air Chief Marshal



Manat Chavanaprayoon

Director General of the Civil Aviation Authority of Thailand

Abbreviations

<i>Abbreviations</i>	<i>Meaning</i>
CAAT	The Civil Aviation Authority of Thailand
DGI	Dangerous Goods Inspector
DGR	Dangerous Goods Regulations
ECLB	Equipment Containing Lithium Batteries
IAEA	International Atomic Energy Agency
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICAO TI	Technical Instructions for the Safe Transport of Dangerous Goods by Air (DOC 9284)
RCAAT	Regulation of the Civil Aviation Authority of Thailand
RPA	Regulated Postal Authority
UN	United Nations
UPU	Universal Postal Union

Definitions

<i>Term</i>	<i>Definition</i>
<i>Acceptance Procedures</i>	established methods and guidelines for accepting mail that contains dangerous goods, ensuring they meet regulatory standards and are safe for transport.
<i>Appropriate national authority</i>	Any authority designated, or otherwise recognized, by a State to perform specific functions related to provisions contained in these Instructions.
<i>Approval</i>	an authorization granted by the Director General of the Civil Aviation Authority of Thailand under article 13 for: a) the transport of forbidden dangerous goods on passenger and/or cargo aircraft where the Technical Instructions state that such goods can only be carried with approval; or b) any other purposes as provided in the Technical Instructions granted by the director general and shall be accordance with technical instruction supplement.
<i>Aviation Inspector</i>	Dangerous Goods Inspector-ASI-OPS-DGI that appointed by the Director General in accordance with the announcement of the Civil Aviation Authority of Thailand on Air Safety Inspector.
<i>Competent authority</i>	anybody or authority designated or otherwise recognized as such for any purpose in connection with these Instructions. Note. - This applies to radioactive material only
<i>Consignment</i>	one or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.
<i>Operations concerning Dangerous goods and Prohibited or Special Handling Items</i>	receiving, storing, loading, unloading or transporting dangerous goods and prohibited or special handling items on board an aircraft
<i>Receiving</i>	the operation of receiving dangerous goods or prohibited or special handling items include inspecting and verifying the

<i>Term</i>	<i>Definition</i>
	accuracy and completeness of documents, packaging, marking and labeling to shall be in accordance with Technical Instruction before accepting them for air transport.
<i>Storage</i>	the temporary storage of dangerous goods and prohibited or special handling items before loading them onto an aircraft, which shall be conducted in defined designated secure places and shall be in accordance with Technical Instruction.
<i>Loading</i>	the operation of loading dangerous goods and prohibited or special handling items from the storage area onto the aircraft for transport, by placing them appropriately in accordance with Technical Instruction for safety during the flight.
<i>Unloading</i>	the operation of unloading dangerous goods and prohibited or special handling items from the aircraft in accordance with Technical Instruction.
<i>Transport</i>	the operation of transporting dangerous goods and prohibited or special handling items on an aircraft, with safety measures during the flight and compliance with Technical Instruction and relevant regulations.
<i>Dangerous Goods and Prohibited or Special Handling Items Operating License</i>	a license for operations related to receiving, storage, loading, unloading or transporting dangerous goods and prohibited or special handling items on board an aircraft under Article15/27 or Article15/29
<i>Dangerous Goods</i>	articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or Prescribed as dangerous goods by the General Director under Section 15/28 (1).
<i>Dangerous goods accident</i>	an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage
<i>Dangerous goods incident</i>	an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft,

<i>Term</i>	<i>Definition</i>
	which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to be a dangerous goods incident.
<i>Dangerous Goods Serious Incident</i>	an incident involving circumstances indicating that there was a high probability caused by dangerous goods, which is stipulated by the Aircraft Accident Investigation Committee.
<i>Dangerous goods security</i>	measures or precautions to be taken by operators, shippers and others involved in the transport of dangerous goods aboard aircraft to minimize theft or misuse of dangerous goods that may endanger persons or property.
<i>Dangerous Goods Transport Document</i>	a document which is specified by the Technical Instructions and contains information about the dangerous goods it accompanies.
<i>Director General</i>	Director General of the Civil Aviation Authority of Thailand.
<i>Exception</i>	a provision in ICAO Technical Instruction and Annex 18 or this Part which excludes a specific item of dangerous goods from the requirements normally applicable to that item.
<i>Exemption</i>	An authorization, other than an approval, granted by an appropriate national authority providing relief from the provisions of the Technical Instructions for the safe Transport of Dangerous Goods by air (ICAO Doc. 9284).
<i>Inadmissible or Undeclared Dangerous Goods</i>	Hazardous items that are either not allowed in the mail system or not properly declared. These pose significant safety risks, especially in air transport.
<i>International System of Units (SI)</i>	a rational and coherent system of units which provides the basis for the units of measurement used for air and ground operations as contained in Annex 5 to the Convention on International Civil Aviation.

<i>Term</i>	<i>Definition</i>
<i>ISO</i>	an international standard published by the International Organization for Standardization (ISO – 1, ch. de la Voie-Creuse, CH-1211 Geneva 20, Switzerland).
<i>Mail</i>	any letters or parcels which are delivered by Thailand Post or by authorized organizations, shall comply with the regulations of the Universal Postal Union;
<i>Operator</i>	a person, organization or enterprise engaged in or offering to engage in an aircraft operation.
<i>Outer packaging</i>	the outer protection of a composite or combination packaging together with any absorbent materials, cushioning and any other components necessary to contain and protect inner receptacles or inner packagings.
<i>Overpack</i>	an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage. <i>Note. - A unit load device is not included in this definition.</i>
<i>Package</i>	the complete product of the packing operation, consisting of the packaging and its contents prepared for transport.
<i>Packaging</i>	one or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions. <i>Note. - For radioactive material, see ICAO TI Part 2;7.1.3.</i>
<i>Proper shipping name</i>	the name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging
<i>Quality assurance</i>	a systematic programme of controls and inspections applied by any organization or body which is aimed at providing adequate confidence that the standard of safety prescribed by these Instructions is achieved in practice.
<i>UPU Convention</i>	a set of regulations and standards established by the Universal Postal Union (UPU) that member countries and their postal operators must follow.

<i>Term</i>	<i>Definition</i>
<i>Regulated Postal Authority</i>	Thai postal authority, or an agency appointed by the Thai postal authority which was granted the Regulated Postal Authority Certificate in accordance with the Regulation of the Civil Aviation Board on Security of Cargo and Postal by Air;
<i>Receptacle</i>	a containment vessel for receiving and holding substances or articles, including any means of closing.
<i>Safety management system (SMS)</i>	A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.
<i>Screening</i>	examination of mail by technical or other non-intrusive means that is intended to identify and/or detect explosive.
<i>Serious injury</i>	an injury which is sustained by a person in an accident and which: requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or results in a fracture of any bone (except simple fractures of fingers, toes or nose); or involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or involves injury to any internal organ; or involves second- or third-degree burns, or any burns affecting more than 5 per cent of the body surface; or involves verified exposure to infectious substances or injurious radiation.
<i>Sender</i>	the person who signs the contract of carriage with operator for the carriage of goods and whose signature appears on the air waybill or shipment record
<i>Shipment</i>	the specific movement of a consignment from origin to destination
<i>State of Destination</i>	the State in the territory of which the consignment is finally to be unloaded from an aircraft.
<i>State of Operator</i>	the state in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.
<i>State of Origin</i>	the State in the territory of which the consignment is first to be loaded on an aircraft.
<i>State of Registry</i>	the State on whose register the aircraft is entered

<i>Term</i>	<i>Definition</i>
<i>UN or ID number</i>	the four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances. “ID number” means an identification number specified in the Technical Instructions for an item of dangerous goods which has not been assigned a UN number;
<i>Technical instructions</i>	the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

Record of Amendments

Issue	Revision	Date	Amendment Summary
01	00	28-Aug-2026	First Issue regarding the CAAT Requirement No. 68

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0. Introduction

Annex 18 to the Chicago Convention, The Safe Transport of Dangerous Goods by Air, requires States, inter alia, to establish procedures with a view to controlling the introduction of dangerous goods into air transport through its Regulated Postal Authority. These procedures must be approved by the Civil Aviation Authority (CAA) of a State where mail containing dangerous goods is to be accepted by a Regulated Postal Authority, prior to the introduction of dangerous goods into air transport through the Regulated Postal Authority.

0.1 Background

The Regulated Postal Authority in accordance with an approval by Director General of The Civil Aviation Authority of Thailand (DGAC) under RCAAT No. 68 Application for and issuance of permission for operating Dangerous Goods and Prohibited or Special Handling Items 2024 Article 6(3) concerning operations related to dangerous goods, in order to transport dangerous goods that are permitted to be carried by mail, as specified in RCAAT No. 73, Chapter 10, Dangerous goods that may be transported by air mail in accordance with provision in Technical Instructions as follows:

- (a) Patient specimens;
- (b) Infectious substances assigned to category B (UN 3373) including carbon dioxide solid (dry ice) (UN 1845) when use as refrigerant for the infectious substances;
- (c) Radioactive material in an excepted package, UN Nos. 2910 and 2911 only;
- (d) lithium-ion batteries contained in equipment (UN 3481) meeting the provisions of Section II of Packing Instruction 967. No more than four cells or two batteries may be mailed in any single package; and
- (e) lithium metal batteries contained in equipment (UN 3091) meeting the provisions of Section II of Packing Instruction 970. No more than four cells or two batteries may be mailed in any single package.

Article 7(3) of RCAAT No. 68 requires a Regulated Postal Authority intending to accept dangerous goods in air mail to establish documented procedures for controlling the introduction of such goods into air transport. These procedures must be submitted to the Director General of the Civil Aviation Authority of Thailand (DGCA) for review and approval before any dangerous goods are offered for carriage by air mail.

Furthermore, where the dangerous goods are those specified in 0.1 (d) and (e), the Regulated Postal Authority must obtain specific prior approval from the DGCA in accordance with Article 7(3) of RCAAT No. 68. In such cases, the documented procedures must specifically address the acceptance, handling, and control of lithium-ion batteries and lithium metal batteries contained in equipment intended for carriage by air mail.

0.2 Purpose

The primary purpose of this Guidance Material is to provide essential information and structured procedures for Regulated Postal Authority (RPA) in Thailand to safeguard their postal networks from the introduction of inadmissible or undeclared dangerous goods. This is crucial for ensuring the safety of air transport, which is the primary mode of international mail transport. The guidance helps RPA comply with international regulations, public confidence in postal services and ensuring the safety of employees, customers and stakeholders involved in the global supply chain.

It is also intended to support the Civil Aviation Authority of Thailand (CAAT) and Regulated Postal Authorities (RPAs) in implementing a consistent, auditable, and risk-based control system to prevent the introduction of prohibited or undeclared dangerous goods into air transport, while ensuring that only dangerous goods permitted under the applicable regulations are accepted into the postal system and transported by air.

0.3 Applicability

This GM applies to a Regulated Postal Authority's that intends to accept dangerous goods permitted under the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air in mail and to offer them to air operators for transportation by air from Thailand.

Note: Nothing in this guidance material prohibits the user from adding any information in their manuals which they may deem pertinent for safe handling of Dangerous Goods

0.4 Requirements

0.4.1 The Contracting State shall establish inspection, surveillance, and enforcement procedures for all entities performing functions as prescribed in the Thai regulations concerning the transport of dangerous goods by air, including **Regulated Postal Authorities**, with the objective of ensuring compliance with those regulations. These requirements apply to all entities involved in the air transport dangerous goods supply chain.

0.4.2 A Regulated Postal Authority shall establish and maintain procedures, personnel competencies, and operational controls in accordance with RCAAT No. 68 and RCAAT No. 73, as applicable, before accepting dangerous goods for carriage by air.

0.5 Reference

The following Thailand regulations for transport of dangerous goods by air are directly applicable to the guidance contained in this GM

- Air Navigation Act B.E. 2497, as amended by the Air Navigation Act (No. 14) B.E. 2562, Chapter 1/3 Regulation of Transport of Dangerous Goods and Prohibited or Special Handling Items.
- Notification of The Civil Aviation Authority of Thailand on Classification and List of Dangerous Goods Which May Endanger the Safety of The Aircraft or Persons on Board the Aircraft B.E. 2562, No. 2 B.E. 2564 and No. 3 B.E. 2569
- Requirement of the Civil Aviation Authority of Thailand no.68 Application for and issuance of permission for operating Dangerous Goods and Prohibited or Special Handling Items 2024”
- Requirement of the Civil Aviation Authority of Thailand no. 73 “the operations regarding the Transportation of Dangerous Goods and Prohibited or Special Handling Items. 2024”
- Requirement of the Civil Aviation Authority of Thailand no. 122 on Role, Procedure and Conditions for carriage of Lithium Batteries on Board Aircraft
- Current edition of the ICAO - Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TI).
- Current edition of the IATA Dangerous Goods Regulations
- Convention Manual – Universal Postal Union (UPU)
- Postal Transport Guide – Universal Postal Union (UPU)
- Controlling the introduction of dangerous goods into postal networks Guidance material – Universal Postal Union (UPU)
- IATA-UPU Mail Safety Guidelines Recommendations to DPOs

0.6 Assessment of Procedures

In accordance with the Supplement to ICAO Technical Instructions (Doc 9284), Part 1, Chapter 2, Section 2.3, the assessment aims to verify that the Regulated Postal Authority (RPA) has established suitable procedures to control the introduction of dangerous goods into air transport. Accordingly, the RPA shall establish, implement, and maintain procedures to ensure compliance with all applicable requirements governing the transport of dangerous goods by air.

a) Dangerous Goods Training;

The RPA shall establish a dangerous goods training programme appropriate to the functions performed by its personnel. The training programme shall be reviewed and approved by the CAAT in the State where the mail is accepted. Personnel shall receive initial and recurrent training in accordance with their assigned responsibilities and the competency requirements specified in Part 1 Chapter 4 of the ICAO Technical Instructions.

b) Reporting of Dangerous Goods accident and incident to Civil Aviation Authorities;

The RPA shall establish documented procedures for the reporting of dangerous goods accidents, incidents, and occurrences to the CAAT. Any occurrence meeting the reporting criteria prescribed in RCAAT No. 22 on “Reporting of Civil Aviation Occurrences” shall be reported to the CAAT without undue delay.

c) Reporting of hidden and undeclared dangerous goods to Civil Aviation Authorities;

The RPA shall establish documented procedures for the reporting of hidden and undeclared dangerous goods to the CAAT. Any occurrence meeting the reporting criteria prescribed in RCAAT No. 22 on “Reporting of Civil Aviation Occurrences” shall be reported to the CAAT.

d) provision of information to customers at acceptance points (such as street post boxes, post offices, agencies, websites);

The RPA shall provide customers with clear and readily accessible information regarding the mailing of dangerous goods. Information should be communicated through appropriate means, such as acceptance counter notices, posters, websites, customer briefings, mailed notices, advertisements, and other communication channels. Examples of acceptable customer awareness materials are provided in the attachments to this Guidance Material.

e) provision of information to account customers regarding dangerous goods;

The RPA shall communicate the applicable dangerous goods requirements to all account customers through appropriate communication channels, including websites, email, contractual documents, mailed communications, and direct customer engagement.

The information should include, at a minimum:

- dangerous goods prohibited from being sent by mail;

- applicable import and transit restrictions;
- the customer's responsibility to comply with all applicable dangerous goods regulations;
- the requirement to accurately declare dangerous goods offered for transport; and
- the regulatory consequences and applicable penalties for offering undeclared, mis-declared, or otherwise non-compliant dangerous goods for transport by air.

f) Inclusion of clauses in contracts with account customers regarding dangerous goods not permitted in the mail;

The RPA account representative should provide material to account customers about what can and cannot be mailed internationally.

g) Emergency Procedures

The RPA shall establish documented emergency response procedures for dangerous goods incidents occurring during the acceptance, handling, storage, or transport of mail. These procedures shall address, at a minimum, incidents involving the leakage or combustion of dangerous goods, as well as the inhalation, ingestion, or other exposure of personnel to dangerous goods substances that may adversely affect their health. The procedures shall define the actions to be taken to protect personnel, secure the affected area, notify the appropriate authorities, and safely manage the incident. Such procedures shall be communicated to all relevant personnel through training, operational instructions, briefings, and other appropriate means.

h) retention of documents (such as dry ice acceptance checklist);

The RPA should have in place a written policy for the retention of documents relating to dangerous goods. In accordance with the Technical Instructions, any required documentation for the transport of dangerous goods by air must be retained for a minimum of three months after the flight on which the dangerous goods were transported.

i) documented acceptance procedures for staff regarding the dangerous goods allowed by Part 1;2.3 of the Technical Instructions;

The RPA has chosen to accept dangerous goods admitted exceptionally as described in the Universal Postal Union (UPU) Convention and the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), it shall establish documented acceptance procedures to ensure compliance with all applicable requirements. Personnel performing acceptance functions shall receive appropriate dangerous goods training.

j) procedures for requiring the sender's name, address and signature on packages containing dangerous goods;

Acceptance personnel shall verify that each package containing dangerous goods admitted exceptionally bears the sender's legible name, complete address, and signature, together with any other information required by the applicable regulations, before the item is accepted for transport.

k) procedures for ensuring that any State or Operator variations in Attachment 3 of the Technical Instructions are complied with

The RPA shall establish procedures to ensure that operational manuals, acceptance procedures, training programmes, and associated documentation are promptly updated following changes to the ICAO Technical Instructions, applicable State Variations, Operator Variations, or relevant national regulations.

l) procedures for ensuring that any changes to the Technical Instructions are incorporated into existing procedures;

The RPA should have in place a procedure or responsible party to ensure that any state or operator variations or changes to the Technical Instructions are incorporated into existing procedures, thus ensuring that the procedures remain up to date.

m) procedures for the handling of packages rejected from transport.

The RPA shall establish documented procedures for the handling of packages rejected from air transport due to dangerous goods non-compliance. These procedures shall address the safe segregation, storage, return, disposal (where applicable), and communication of safety and security requirements to affected personnel.

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1. General Information on Dangerous Goods

Dangerous goods are generally forbidden in international mail unless specifically permitted by the applicable international and national provisions.

The Regulated Postal Authority shall establish documented procedures and training programs to control the introduction of dangerous goods into its postal system and into air transport.

The Regulated Postal Authority shall ensure that prohibited, hidden, undeclared, or non-compliant dangerous goods are not accepted for carriage by air.

Where the Regulated Postal Authority seeks permission to accept and offer lithium batteries contained in equipment in air mail, such activity shall not commence unless specific approval has been granted by the competent civil aviation authority.

All postal items sent via air transport are governed by regulations as defined by International Civil Aviation Organization (ICAO) and International Air Transport Association (IATA) and

There are 9 classes of dangerous goods according to the IATA Dangerous Goods Regulations and all senders are to note that they are strictly forbidden to send these items through the post (with the exception of items mentioned in 1.2)

1.1 Definitions of nine classes of Dangerous Goods

1.1.1 Class 1: Explosives

- a) explosive substances (a substance which is not itself an explosive but which can form an explosive atmosphere of gas, vapour or dust is not included in Class 1), except those that are too dangerous to transport or those where the predominant hazard is appropriate to another class;
- b) explosive articles, except devices containing explosive substances in such quantity or of such a character that their inadvertent or accidental ignition or initiation, during transport, will not cause any effect external to the device either by projection, fire, smoke, heat or loud noise; and
- c) articles and substances not mentioned under (a) and (b) above which are manufactured with a view to producing a practical, explosive or pyrotechnic effect.

Division 1.1

Articles and substances having a mass explosion hazard (a mass explosion is one which affects almost the entire load virtually instantaneously).

Division 1.2

Articles and substances having a projection hazard but not a mass explosion hazard.

Division 1.3

Articles and substances having a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard. This division comprises articles and substances that:

- a) give rise to considerable radiant heat; or
- b) burn one after another, producing minor blast and/or projection effects.

Division 1.4

Articles and substances that present no significant hazard. This division comprises articles and substances which present only a small hazard in the event of ignition or initiation during transport. The effects are largely confined to the package and no projection of fragments of appreciable size or range is to be expected. An external fire must not cause virtually instantaneous explosion of almost the entire contents of the package.

Division 1.5

Very insensitive substances, having a mass explosion hazard, which are so insensitive that there is very little probability of initiation or of transition from burning to detonation under normal conditions of transport.

Division 1.6

Extremely insensitive articles which do not have a mass explosion hazard. This division comprises articles which contain only extremely insensitive detonating substances and which demonstrate a negligible probability of accidental initiation or propagation.

Note: The risk from articles of Division 1.6 is limited to the explosion of a single article.

1.1.2 Class 2: Gases

A gas is a substance which:

- (a) at 50°C has a vapour pressure greater than 300 kPa (3.0 bar); or
- (b) is completely gaseous at 20°C at a standard pressure of 101.3 kPa (1.01 bar).

Division 2.1 Flammable gas

Gases which at 20°C and a standard pressure of 101.3 kPa (1.01 bar):

- (a) are ignitable when in a mixture of 13% or less by volume with air; or
- (b) have a flammable range with air of at least 12 percentage points regardless of the lower flammable limit. Flammability must be determined by tests or by calculation in accordance with methods adopted by ISO (see ISO Standard 10156:1990). Where insufficient data are available to use these methods, tests by a comparable method recognized by the appropriate national authority must be used.

Division 2.2 Non-flammable, non-toxic gas

Gases which are transported at a pressure not less than 200 kPa at 20°C, or as refrigerated liquids, and which:

- (a) are asphyxiant – gases which dilute or replace the oxygen normally in the atmosphere; or
- (b) are oxidizing – gases which may, generally by providing oxygen, cause or contribute to the combustion of other material more than air does; or
- (c) do not come under the other divisions.

Division 2.3 Toxic gas

Gases which:

- (a) are known to be so toxic or corrosive to humans as to pose a hazard to health; or
- (b) are presumed to be toxic or corrosive to humans because they have an LC50 value equal to or less than 5000 mL/m³ (ppm) when tested in accordance with the criteria for Inhalation Toxicity.

1.1.3 Class 3: Flammable liquids

This class has no subdivisions. It comprises liquids or mixtures of liquids or liquids containing solids in solution or in suspension (for example paints, varnishes, lacquers, etc., but not including substances otherwise classified on account of their dangerous characteristics) which give off a flammable vapour at temperatures of not more than 60°C closed-cup test or not more than 65.6°C open-cup test normally referred to as the flash point.

Liquids described above with a flash point exceeding 35°C which do not sustain combustion need not be considered as flammable liquids for the purposes of these Regulations, if:

- a) they have passed a suitable test for combustibility (see Sustained Combustibility Test prescribed in the UN Manual of Tests and Criteria, Part III, subsection 32.5.2); or
- b) their fire point according to ISO 2592:1973 is greater than 100°C; or
- c) they are miscible solutions with a water content of more than 90% by weight.

Liquids offered for transport at temperatures at or above their flash point are considered as flammable liquids.

Substances that are transported or offered for transport at elevated temperatures in a liquid state and which give off a flammable vapour at a temperature at or below the maximum transport temperature (i.e. the maximum temperature likely to be encountered by the substance in transport) are also considered to be flammable liquids.

1.1.4 Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases

Division 4.1 Flammable solids; self-reactive and related substances; desensitized explosives

Solids which, under conditions encountered in transport, are readily combustible or may cause or contribute to fire through friction; self-reactive and related substances which are liable to undergo a strongly exothermic reaction; desensitized explosives which may explode if not diluted sufficiently. Division 4.1 contains:

- flammable solids;
- self-reactive and related substances;
- desensitized explosives.

Flammable solids are readily combustible solids and solids which may cause fire through friction. Readily combustible solids are powdered, granular or pasty substances which are dangerous if they can be easily ignited by brief contact with an ignition source, such as a burning match, and if the flame spreads rapidly. The danger may not only come from the fire but also from toxic combustion products. Metal powders are especially dangerous because of the difficulty of extinguishing a fire since normal extinguishing agents such as carbon dioxide or water can increase the hazard.

Self-reactive substances: Thermally unstable substances liable to undergo a strongly exothermic decomposition even without the participation of oxygen (air). The following substances must not be considered to be self-reactive substances of Division 4.1:

- explosives according to the criteria of Class 1;
- oxidizing substances according to the assignment procedure for Oxidizing Solids;
- organic peroxides according to the criteria of Division 5.2;
- substances where their heat of decomposition is less than 300 J/g; or
- substances where their self-accelerating decomposition temperature is greater than 75°C for 50 kg package.

Related substances are distinguished from self-reactive substances by having a self-accelerating decomposition temperature greater than 75°C. They are liable to undergo, as are self-reactive substances, a strongly exothermic decomposition. They are also liable, in certain packagings, to meet the criteria for substances of Class 1.

Desensitized explosives: Substances which are wetted with water or alcohols or diluted with other substances to suppress their explosive properties.

Division 4.2 Substances liable to spontaneous combustion

Substances which are liable to spontaneous heating under normal conditions encountered in transport, or to heating up in contact with air, and being then liable to catch fire.

The following types of substances are classified in Division 4.2:

- pyrophoric substances;
- self-heating substances.

Division 4.3 Substances which, in contact with water, emit flammable gases, Substances which, in contact with water, emit flammable gases (Dangerous when wet).

Substances which, by interaction with water, are liable to become spontaneously flammable or to give off flammable gases in dangerous quantities.

These are described in the List of Dangerous Goods as "Water-reactive" substances.

1.1.5 Class 5: Oxidizing substances and organic peroxides

Division 5.1 Oxidizing substances

Substances which, in themselves are not necessarily combustible, but may generally cause or contribute to the combustion of other material by yielding oxygen.

Division 5.2 Organic peroxides

Organic substances which contain the bivalent structure -O-O- and may be considered derivatives of hydrogen peroxide in which one or both of the hydrogen atoms have been replaced by organic radicals. Organic peroxides are thermally unstable substances which may undergo exothermic, self-accelerating decomposition. In addition, they may have one or more of the following properties:

- be liable to explosive decomposition;
- burn rapidly;
- be sensitive to impact or friction;
- react dangerously with other substances;
- cause damage to the eyes.

1.1.6 Class 6: Toxic and infectious substances

Division 6.1 Toxic substances

Substances which are liable to cause death or injury or to harm human health if swallowed, inhaled or contacted by the skin.

Division 6.2 Infectious substances

substances which are infectious to humans and/or animals, genetically modified micro-organisms and organisms, biological products, diagnostic specimens and clinical and medical waste.

Substances known to contain, or reasonably expected to contain, pathogens. Pathogens are micro-organisms (including bacteria, viruses, rickettsia, parasites, fungi) or recombinant micro-organisms (hybrid or mutant) that are known or reasonably expected to cause infectious disease in humans or animals. Infectious substances are not subject to the provisions of these Regulations for Division 6.2 if they are unlikely to cause human or animal disease. Infectious substances are, however, subject to the provisions of these Regulations for Division 6.2 if they are capable of spreading disease when exposure to them occurs.

1.1.7 Class 7: Radioactive material

A radioactive material means any material containing radionuclides where both the activity concentration and the total activity in the consignment exceed the values specified in IATA DGR 10.3.2.

Radioactive materials are articles or substances which spontaneously and continuously emit ionizing radiation which can be harmful to the health of humans and animals and can affect photographic or X-Ray film. This radiation cannot be detected by any of the human senses (sight, smell, hearing, touch or taste), but it can be detected and measured with suitable instruments.

1.1.8 Class 8: Corrosives Substances

Corrosive substances are substances which, by chemical action, will cause irreversible damage to the skin or, in the case of leakage will materially damage or even destroy, other goods or the means of transport.

1.1.9 Class 9: Miscellaneous dangerous Substances and Article, Including Environmentally Hazardous Substances

Articles and substances which during air transport present a danger not covered by other classes. Included in this class are: Aviation regulated solids or liquids, magnetized material and miscellaneous articles and substances.

Any material which has narcotic, noxious, irritating or other properties such that, in the event of spillage or leakage on an aircraft, could cause extreme annoyance or discomfort to crew members so as to prevent the correct performance of assigned duties. The

materials included under this proper shipping name must not meet any of the definitions for Classes 1 through 8.

Magnetized material: Any material which, when packed for air transport, has a maximum magnetic field strength sufficient to cause a compass deflection of more than 2 degrees at a distance of 2.1 m from any point on the surface of the assembled package. The magnetic field strength at the compass producing a 2 degree deflection is taken to be 0.418 A/m (0.00525 Gauss (see also Packing Instruction 953)

Elevated temperatures substances: Substances that are transported or offered for transport in a liquid state at temperatures equal to or exceeding 100°C and below their flash point, or in a solid state at temperatures equal to or exceeding 240°C. These substances may only be carried under special government exemption.

Miscellaneous articles and substances: Examples included in this class:

- asbestos;
- carbon dioxide, solid (dry ice);
- consumer commodity;
- chemical and first aid kits;
- environmentally hazardous substances;
- life-saving appliances;
- engines, internal combustion;
- vehicles (flammable gas powered), vehicles (flammable liquid powered);
- polymeric beads;
- battery-powered equipment or vehicles;
- zinc dithionite;
- genetically modified organisms or micro-organisms which are not infectious substances but which are capable of altering animals, plants or microbiological substances in a way which is not normally the result of natural reproduction..
- Lithium Batteries
- Sodium Ion Batteries

Note: Pictorial examples of 9 classes of dangerous goods prohibited for air mail as Appendix E

1.2 Dangerous Goods Prohibited in International Postal Services

Dangerous goods covered by the UN Recommendations on the Transport of Dangerous Goods, the ICAO Technical Instructions, and IATA's Dangerous Goods Regulations are in general prohibited for transport through the post (EMS, Parcels and packets). In general, these are the same as that covered under 1.1.

However, there are some dangerous goods which can be admitted exceptionally under specific conditions. Senders are to note these conditions before posting items through the post.

Note:

- *The following is displayed at all Post Offices to remind senders that Dangerous Goods are prohibited for sending via Air. Please note that all pictorials are meant as a guide and are not exhaustive.*
- Pictorial examples of Dangerous Goods Prohibited in International Postal Services as Appendix E
- Except those that are admissible under the provisions of the UPU Acts.

1.3 Hidden Dangerous Goods

Mail items declared under a general description may contain dangerous goods that are not readily apparent. The objective is to prevent undeclared or hidden dangerous goods from being accepted into the postal network and subsequently introduced into air transport. Regulated Postal Authorities (RPAs) shall implement measures to identify and prevent the acceptance of prohibited or undeclared dangerous goods in air mail, while ensuring that only those dangerous goods permitted under the applicable regulations are accepted for carriage by air.

Experience has shown that when senders offer packages containing the following commodities, they must be asked to check their consignments against the class definitions and special provisions in the Regulations, Typical examples are listed below

General Description of Goods	Potential Hidden Dangerous Goods within such General Descriptions
Aircraft Spare Parts/ Aircraft Equipment/ Aircraft on Ground (AOG) Spares	May contain items meeting any of the criteria for dangerous goods. For example, explosives (flares or fire bottle cartridges), chemical oxygen generators, cylinders of compressed gas (such as oxygen, carbon dioxide, nitrogen or fire extinguishers), paint, adhesives, aerosols, life-saving appliances (life jackets, escape slides), fuel in

General Description of Goods	Potential Hidden Dangerous Goods within such General Descriptions
	equipment, first aid kits, wet or lithium batteries, matches, fire extinguishers, etc.
Automobile Parts/Supplies (car, car parts, motor, motorcycle)	May contain ferro-magnetic material which may not meet the definition for magnetized material but which may be subject to special stowage requirements due to the possibility of affecting aircraft instruments (DGR 3.9.2.2). May also contain engines, including fuel cell engines, carburettors or fuel tanks which contain or have contained fuel, wet or lithium batteries, compressed gases in tyre inflation devices, fire extinguishers, shocks/struts with nitrogen, air bag inflators/air bag modules, flammable adhesives, paints, sealants and solvents, etc.
Battery-powered devices/Equipment	May contain wet or lithium batteries.
Breathing Apparatus	May indicate cylinders of compressed air or oxygen, chemical oxygen generators or refrigerated liquefied oxygen.
Camping/Expeditionary Equipment	May contain flammable gases (butane, propane, etc.), flammable liquids (kerosene, gasoline, etc.), flammable solids (hexamine, matches, etc.) or other dangerous goods.
Chemicals	Most chemicals are dangerous and only qualified dangerous goods acceptance staff can advise if it is acceptable as cargo. Dangerous chemicals must never be accepted as baggage.
COMAT (Company Materials)	Such as aircraft parts may contain dangerous goods as an integral part, e.g. chemical oxygen generators in a passenger service unit (PSU), compressed gas, flammable liquid, corrosive material, magnetized material, etc.
Consolidated Consignments (Groupages)	May contains any of the defined classes of dangerous goods.
Cryogenic (Liquid)	Indicates refrigerated liquefied gases such as nitrogen, neon, helium, argon, etc. Cryogenic liquids are dangerous because they might

General Description of Goods	Potential Hidden Dangerous Goods within such General Descriptions
	destroy human skin tissue on contact, and when spilled, they could cause suffocation in confined spaces.
Cylinders	Indicates compressed or liquefied gases.
Dental Apparatus	May contain flammable resins or solvents, compressed or liquefied gas, mercury and radioactive material.
Diagnostic Specimens	May contain infectious substances.
Diving Equipment	May include air cylinders (such as scuba tanks, vest bottles, etc.) which usually contain compressed air or a special gas mixture. Emptied cylinders (pressure gauge reads zero) are acceptable. Diving lamps may contain rechargeable lead acid batteries and high intensity diving lamps can generate extremely high heat when operated in air. In order to be carried safely, the bulb or battery must be disconnected.
Drilling or Mining Equipment	May contain explosives and/or other dangerous goods.
Dry Shipper (Vapour Shipper)	May contain free liquid nitrogen. Dry shippers are subject to the Regulations when they permit the release of any free liquid nitrogen irrespective of the orientation of the package.
Electrical Equipment/ Electronic Equipment	May contain magnetized materials or mercury in switch gear and electron tubes, wet batteries, lithium batteries or fuel cells or fuel cell cartridges that contain or have contained fuel.
Electrically Powered Apparatus (wheelchairs, mobility aids, lawn mowers, golf carts, etc.)	May contain wet batteries, lithium batteries or fuel cells or fuel cell cartridges that contain or have contained fuel.
Expeditionary Equipment	May contain explosives (flares), flammable liquids (gasoline), flammable gas (propane, camping gas) or other dangerous goods.
Film Crew or Media Equipment	May include explosive pyrotechnic devices, generators incorporating internal combustion engines, batteries, lithium batteries, fuel, heat producing items, etc.

General Description of Goods	Potential Hidden Dangerous Goods within such General Descriptions
Frozen Embryos	May contain refrigerated liquefied gas or Carbon dioxide, solid (dry ice).
Frozen fruit, vegetables, etc	May be packed in Carbon dioxide, solid (dry ice), which can adversely affect live animals and humans.
Fuels	May contain flammable liquids, flammable solids or flammable gases.
Fuel Control Unit	May contain flammable liquids.
Hot Air Balloon	May contain cylinders with flammable gas, fire extinguishers, batteries, etc.
Household Goods	May contain items meeting any of the criteria for dangerous goods including flammable liquids such as solvent based paint, adhesives, polishes, aerosols (for passengers, those not permitted under DGR 2.3), bleach, corrosive oven or drain cleaners, ammunition, matches, etc.
Instruments	May conceal barometers, manometers, mercury switches, rectifier tubes, thermometers, etc. containing mercury.
Laboratory/Testing Equipment	May contain items meeting any of the criteria for dangerous goods, particularly flammable liquids, flammable solids, oxidizers, organic peroxides, toxic or corrosive substances.
Machinery Parts	May contain adhesives, paints, sealants, solvents, wet and lithium batteries, mercury, cylinders of compressed or liquefied gas, etc.
Magnets and other items of similar material	May individually or cumulatively meet the definition of magnetized material.
Medical Supplies/ Equipment	May include items meeting any of the criteria for dangerous goods, particularly flammable liquids, flammable solids, oxidizers, organic peroxides, toxic or corrosive substances.
Metal Construction Material/Metal Piping/Metal Fencing	May contain ferro-magnetic material, which may be subject to special stowage requirements due to the possibility of affecting aircraft instruments DGR 3.9.2.2.

General Description of Goods	Potential Hidden Dangerous Goods within such General Descriptions
Passenger Baggage	May contain items meeting any of the criteria for dangerous goods. Examples include fireworks, flammable household liquids, corrosive oven or drain cleaners, flammable gas or liquid lighter refills or camping stove cylinders, matches, ammunition, bleach, aerosols (those not permitted under DGR 2.3), etc.
Pharmaceuticals	May contain items meeting any of the criteria for dangerous goods, particularly radioactive material, flammable liquids, flammable solids, oxidizers, organic peroxides, toxic or corrosive substances.
Photographic Supplies/Equipment	May contain items meeting any of the criteria for dangerous goods, particularly heat producing devices, flammable liquids, flammable solids, oxidizers, organic peroxides, toxic or corrosive substances.
Promotional Material	May contain items meeting any of the criteria for dangerous goods.
Racing Car or Motorcycle Team Equipment	May contain engines, including fuel cell engines, carburettors or fuel tanks which contain fuel or residual fuel, flammable aerosols, cylinders of compressed gases, nitromethane, other fuel additives, wet batteries, lithium batteries, etc.
Refrigerators	May contain liquefied gases or an ammonia solution.
Repair Kits	May contain flammable adhesives, solvent-based paints, organic peroxides, resins, etc.
Samples for Testing	May contain items meeting any of the criteria for dangerous goods, particularly infectious substances, flammable liquids, flammable solids, oxidizers, organic peroxides, toxic or corrosive substances.
Semen	May be packed with Carbon dioxide, solid (dry ice) or refrigerated liquefied gas. See also “Dry Shipper”.
Ships' Spares	May contain explosives (flares), cylinders of compressed gas (life rafts), paint, lithium batteries (emergency locator transmitters) etc.

General Description of Goods	Potential Hidden Dangerous Goods within such General Descriptions
Show, Motion Picture, Stage Special Effects Equipment	May contain flammable substances, explosives or other dangerous goods.
Sporting Goods/ Sports Team Equipment	May contain cylinders of compressed or liquefied gas (air, carbon dioxide, etc.), lithium batteries, propane torches, first aid kits, flammable adhesives, aerosols, etc.
Swimming Pool Chemicals	May contain oxidising or corrosive substances.
Switches in Electrical Equipment	May contain mercury.
Toolboxes	May contain explosives (power rivets), compressed gases or aerosols, flammable gases (butane cylinders or torches), flammable adhesives or paints, corrosive liquids, lithium batteries, etc.
Torches	Micro torches and utility lighters may contain flammable gas and be equipped with an electronic starter. Larger torches may consist of a torch head (often with a self-igniting switch) attached to a cylinder of flammable gas.
Unaccompanied Passenger Baggage/ Personal Effects	May contain items meeting any of the criteria for dangerous goods, such as fireworks, flammable household liquids, corrosive oven or drain cleaners, flammable gas or liquid lighter refills or camping stove cylinders, matches, bleach, aerosols, etc. (those not permitted under DGR 2.3).
Vaccines	May be packed with Carbon dioxide, solid dry ice.

1.4 Globally Harmonized System (GHS) Labelling

Some everyday household items bear consumer warning labels which may or may not indicate they are classified as dangerous goods in air transport. All over the world there are different laws on how to identify the hazardous properties of chemicals (called ‘classification’) and how information about these hazards is then passed to users (through consumer supply labels and safety data sheets for

workers). This can be confusing because the same chemical can have different hazard descriptions in different countries.

For example, a chemical could be labelled for supply as ‘toxic’ in one country, but not in another. For this reason, the UN brought together experts from different countries to create the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

Products bearing the following GHS labels may indicate as dangerous goods:

Note - A product bearing the GHS corrosive label (depicted for right above) is NOT classified as dangerous goods if the signal word ‘Danger’ and hazard statement ‘causes serious eye damage’ applies. Products bearing the following GHS labels (and none of the above) are NOT classified as dangerous goods.

label GHS Pictograms and their Criteria

Pictogram							
Pictogram Name	Explosive	Gases Under Pressure	Flammable	Oxidizer	Toxic	Corrosive	Aquatic Toxicity
Appears on	Explosives		Gases Aerosols Liquids Solids	Oxidizing Gases Oxidizing Liquids Oxidizing Solids	Acute Toxicity Skin Oral Inhalation	Corrosive to Metal Skin Corrosion Serious Eye Damage	Acute Chronic
	Self-Reactive Substances and Mixtures		Self-Reactive Substances and Mixtures Pyrophoric Liquids and Solids				
	Organic Peroxides		Self-Heating Substances and Mixtures				
			Substances and Mixtures, Which in Contact With Water, Emit Flammable Gases				
			Organic Peroxides				

Notes:

The GHS pictograms, as shown above may indicate products which are dangerous goods for transport. There are, however, national and regional differences which may mean that packages bearing such pictograms are not classified as dangerous goods in transport.

When a substance is required to show corrosive symbol based solely on classification criteria of “serious eye damage” in the GHS classification, the substance does not meet the classification criteria of corrosive materials for transport.

Pictogram		
Pictogram Name	Harmful	Respiratory
Appear on	Harmful to Skin Oral Inhalation	Respiratory Sensitization Carcinogenicity Toxic to Reproduction
	Skin Irritation Eye Irritation	specific Target Organ Systemic Toxicity Single Exposure
	Respiratory Tract Irritation Narcotic Effects	Specific Target Organic Systemic Toxicity Repeated Exposure
	Skin Sensitization	Aspiration Hazard Germ Cell Mutagenicity

1.5 Responsibility

1.5.1 Sender/Mailer

Sender/Mailer is responsible for ensuring that all mail items offered for carriage comply with the applicable postal, customs, aviation safety, and dangerous goods requirements. The Sender/Mailer shall:

- Comply with all applicable laws, regulations, orders, directives, and requirements issued by the Regulated Postal Authority (RPA), civil aviation authorities, destination country authorities, and other competent governmental authorities.
- Ensure that dangerous goods are offered for transport by air only where permitted under the Universal Postal Union (UPU) Convention, ICAO Technical Instructions, and applicable national regulations.
- Properly classify, package, mark, label, and declare dangerous goods, where applicable, in accordance with the ICAO Technical Instructions requirements.

- Acknowledge that failure to comply with applicable requirements may result in refusal of acceptance, delay in processing, return of the mail item, seizure or disposal by the competent authorities, suspension or termination of mailing privileges, or other enforcement actions as permitted by law.

1.5.2 Regulated Postal Authority

- Shall have Regulated Postal Authority Certificate;
- Establish, maintain, and implement written procedures to control the introduction of dangerous goods into the postal system and into air transport.
- Ensure personnel are trained in accordance with their functions and responsibilities.
- Provide accurate information to customers at acceptance points and to account customers regarding admissible and prohibited dangerous goods.
- Apply contract clauses, acceptance checks, screening arrangements, and rejected-package procedures as required.
- Report dangerous goods accidents, incidents, and hidden or undeclared dangerous goods in accordance with applicable requirements.
- Maintain records, review procedure effectiveness, and notify the authority of material procedural changes.

1.5.3 Air Operator

- Accept the transport of dangerous goods in air mail by air from Regulated Postal Authority who hold the Dangerous Goods Operating License only.
- Not accept the transport of dangerous goods by air unless the dangerous goods are accompanied by completed dangerous goods transport documentation, except where the Technical Instructions indicate that such documentation is not required
- Shall carry out regarding dangerous goods as specified in the dangerous goods operating license
- Air operators involved regard to the transportation of dangerous goods by air must comply in accordance with the provisions of the ICAO Technical Instructions.
- Their responsibilities include:
 - Acceptance
 - Loading
 - Inspection
 - Provision of information, including emergency response information
 - Reporting
 - Retention of Records
 - Training

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2. Dangerous Goods Admitted Exceptionally (Art. 19-001)

The Regulated Postal Authority and the authority should recognize that only limited categories of dangerous goods may be exceptionally permitted in mail, subject to compliance with the applicable provisions of the Technical Instructions and related postal rules.

2.1 Exceptionally, the following dangerous goods shall be admitted:

- a) the radioactive materials sent in letter-post items and postal parcels mentioned in article 19-003.1;
- b) the infectious substances sent in letter-post items and postal parcels mentioned in article 19-003.2;
- c) the lithium cells and lithium batteries sent in letter-post items and postal parcels mentioned in article 19-003.3.

2.2 Controlling the introduction of dangerous goods – Article 19-002

- a) Each RPA shall establish procedures and training programmes with a view to controlling the introduction of admissible dangerous goods into its postal services, in compliance with national and international rules and regulations.
- b) Each RPA wishing to accept equipment containing admissible lithium cells or lithium batteries into international airmail may do so, provided it has received specific prior approval in accordance with the ICAO Technical Instructions. The International Bureau shall be notified when this approval has been granted to a designated operator.
- c) Any RPA can receive and deliver international airmail items whose contents include equipment containing admissible lithium cells and lithium batteries without approval from its national civil aviation authority. However, the designated operator which accepts and sends these items must have met the requirements set out under 2 and must take into consideration any prohibitions or operational requirements of the country of destination and/or countries through which the items may transit.

2.3 Admissible radioactive materials, infectious substances, and lithium cell and lithium batteries – Article 19-003

- 2.3.1 Radioactive materials shall be admitted in letter-post items and parcels in relations between member countries which have declared their willingness to admit them either reciprocally or in one direction only under the following conditions:

- Radioactive materials shall be made up and packed in accordance with the respective provisions of the Regulations.
- When they are sent in letter-post items, they shall be subject to the tariff for priority items or the tariff for small packets under the tracked delivery service.
- Radioactive materials contained in letter-post items or postal parcels shall be forwarded in priority dispatches, subject to payment of the corresponding surcharges.
- Radioactive materials may be posted only by duly authorized senders

2.3.2 Infectious substances, with the exception of category A infectious substances affecting humans (UN 2814) and affecting animals (UN 2900), shall be admitted in letter-post items and postal parcels, under the following conditions:

- Category B infectious substances (UN 3373) may be exchanged by mail only between officially recognized senders, as determined by their competent authority. These dangerous goods may be acceptable in mail, subject to the national and international legislation in force and the current edition of the United Nations Recommendations on the Transport of Dangerous Goods, as promulgated by ICAO.
- Category B infectious substances (UN 3373) must be handled, packed and labelled in accordance with the provisions listed in the Regulations. These items shall be subject to the tariff for priority items or the tariff for small packets under the tracked delivery service. An additional charge for the handling of these items shall be allowed.
- Exempt patient specimens (human or animal) may be exchanged by mail only between officially recognized senders determined by their competent authority. These materials may be acceptable in mail, subject to the national and international legislation in force and the current edition of the United Nations Recommendations on the Transport of Dangerous Goods, as promulgated by the ICAO.
- Exempt patient specimens (human or animal) must be handled, packed and labelled in accordance with the provisions listed in the Letter Post Regulations. These items shall be subject to the tariff for priority items or to the tariff for small packets under the tracked delivery service. An additional charge for the handling of these items is allowed
- Admission of infectious substances and exempt patient specimens (human or animal) shall be restricted to member countries that have declared their willingness to admit such items, whether reciprocally or in one direction only.
- Permissible infectious substances and exempt patient specimens (human or animal) shall be forwarded in priority dispatches, subject to the payment of the corresponding air surcharges (as applicable), and be given priority in delivery

2.3.3 A maximum of four lithium cells or two lithium batteries, installed in equipment, shall be admitted in letter-post items and parcels under the following conditions:

- For a lithium metal or lithium alloy cell, the lithium content shall not be more than 1 g, and for a lithium ion cell, the Watt-hour rating shall not be more than 20 Wh.
- For a lithium metal or lithium alloy battery, the aggregate lithium content shall not be more than 2 g, and for a lithium ion battery, the Watt-hour rating shall not be more than 100 Wh; Lithium ion batteries subject to this provision shall be marked with the Watt-hour rating on the outside case.
- Cells and batteries when installed in equipment shall be protected from damage and short circuit, and the equipment shall be equipped with an effective means of preventing accidental activation; when lithium batteries are installed in equipment, they shall be packed in strong outer packagings constructed of suitable material of adequate strength and design in relation to the packaging's capacity and its intended use unless the batteries are afforded equivalent protection by the equipment in which they are contained.
- Each cell or battery shall be of the type proved to meet the requirements of each test in United Nations Manual of Tests and Criteria, Part III, subsection 38.3.

2.4 Conditions of acceptance and marking of items containing exempt patient specimens (human or animal) – Article 19-004

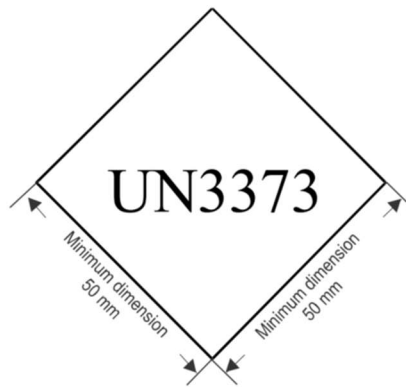
- a) Exempt patient specimens (human or animal) as defined in the United Nations Recommendations on the Transport of Dangerous Goods (Model Regulations ST/SG/AC10/1) shall be accepted under the following conditions.
- b) Exempt patient specimens are those for which there is minimal likelihood that pathogens are present and must be packed in a packaging which will prevent any leakage and which is marked with the words in English or French “Exempt human specimen”/”Echantillon humain exempté” or “Exempt animal specimen”/”Echantillon animal exempté”, as appropriate.
 - The packaging must meet the following conditions:
 - The packaging must consist of three components:
 - a leak-proof primary receptacle(s);
 - a leak-proof secondary packaging; and
 - an outer packaging of adequate strength for its capacity, mass and intended use, and with at least one surface having minimum dimensions of 100 mm x 100 mm;

- For liquids, absorbent material in sufficient quantity to absorb the entire contents must be placed between the primary receptacle(s) and the secondary packaging so that, during transport, any release or leak of a liquid substance will not reach the outer packaging and will not compromise the integrity of the cushioning material;
- When multiple fragile primary receptacles are placed in a single secondary packaging, they must be either individually wrapped or separated to prevent contact between them.

2.5 Conditions of acceptance and marking of items containing infectious substances – Article 19-005

- a) Substances which are infectious or reasonably suspected to be infectious for humans or animals and which meet the criteria of infectious substances in category B (UN 3373) shall be declared “Biological substance, category B”. Infectious substances assigned to UN 2814, UN 2900 or UN 3291 shall be prohibited in international mail.
- b) Senders of infectious substances assigned to UN 3373 shall ensure that shipments are prepared in such a manner that they arrive at their destination in good condition and that the substances are packed according to Packing Instruction 650 as shown in the current edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (TI) published by ICAO or the current edition of the Dangerous Goods Regulations (DGR) published by the International Air Transport Association (IATA). Senders should consult the most recent edition of the ICAO TI and/or the IATA DGR to verify the current text of Packing Instruction 650 prior to use.
- c) The packaging shall be of good quality, strong enough to withstand the shocks and loadings normally encountered during transport, including transshipment between transport units and between transport units and warehouses as well as any removal from a pallet or overpack for subsequent manual or mechanical handling. Packaging shall be constructed and closed to prevent any loss of contents that might be caused under normal conditions of transport by vibration or by changes in temperature, humidity or pressure.
- d) The packaging shall consist of three components:
 - a primary receptacle;
 - a secondary packaging; and
 - a rigid outer packaging.
- e) Primary receptacles must be packed in secondary packagings in such a way that, under normal conditions of transport, they cannot break, be punctured or leak their contents into the secondary packaging. Secondary packagings must be secured in outer packagings with suitable cushioning material. Any leakage of the contents must not compromise the integrity of the cushioning material or of the outer packaging.

- f) For transport, the mark illustrated below must be displayed on the external surface of the outer packaging on a background of a contrasting colour and must be clearly visible and legible. The mark must be in the form of a square set at an angle of 45° (diamond-shaped) with each side having a length of at least 50 mm, the width of the line must be at least 2 mm, and the letters and numbers must be at least 6 mm high. The entire mark must appear on one side of the package. The proper shipping name “Biological substance, Category B” in letters at least 6 mm high must be marked on the outer packaging adjacent to the diamond-shaped mark.



- g) At least one surface of the outer packaging must have a minimum dimension of 100 mm × 100 mm
- h) The completed package shall be capable of successfully passing the drop test as specified in the TI and DGR, except that the height of the drop shall not be less than 1.2 m. Following the appropriate drop sequence, there must be no leakage from the primary receptacle(s), which must remain protected by absorbent material, when required, in the secondary packaging.
- i) For liquid substances:
- The primary receptacle(s) must be leakproof and must not contain more than one litre of the liquid substances;
 - The secondary packaging must be leakproof;
 - If multiple fragile primary receptacles are placed in a single secondary packaging, they must be either individually wrapped or separated to prevent contact between them;
 - Absorbent material must be placed between the primary receptacle(s) and the secondary packaging. The absorbent material must be in quantity sufficient to absorb the entire contents of the primary receptacle(s) so that any release of the liquid substance will not compromise the integrity of the cushioning material or of the outer packaging;
 - The primary receptacle or the secondary packaging must be capable of withstanding, without leakage, an internal pressure of 95 kPa (0.95 bar); and

- The outer packaging must not contain more than four litres of the liquid substances. This quantity excludes ice, dry ice or liquid nitrogen when used to keep specimens cold.
- j) For solid substances:
 - The primary receptacle(s) must be siftproof and must not exceed the outer packaging mass limit;
 - The secondary packaging must be siftproof;
 - If multiple fragile primary receptacles are placed in a single secondary packaging, they must be either individually wrapped or separated to prevent contact between them;
 - Except for packages containing body parts, organs or whole bodies, the outer packaging must not contain more than four kilogrammes. This quantity excludes ice, dry ice or liquid nitrogen when used to keep specimens cold; and
 - If there is any doubt as to whether or not residual liquid may be present in the primary receptacle during transport, then a packaging suitable for liquids, including absorbent materials, must be used.
- k) For refrigerated or frozen specimens (ice and dry ice)
 - When dry ice is used to keep specimens cold, all applicable requirements of the ICAO TI and IATA DGR must be met. When used, ice or dry ice must be placed outside the secondary packagings or in the outer packaging or an overpack. Interior supports must be provided to secure the secondary packagings in the original position after the ice or dry ice has dissipated. If ice is used, the outside packaging or overpack must be leakproof. If carbon dioxide, solid (dry ice) is used, the packaging must be designed and constructed to permit the release of carbon dioxide gas to prevent a build-up of pressure that could rupture the packagings;
 - The primary receptacle and the secondary packaging must maintain their integrity at the temperature of the refrigerant used as well as the temperatures and the pressures which could result if refrigeration were lost.
- l) Where packages are placed in an overpack, the package markings required by ICAO packing instruction 650 shall either be clearly visible or be reproduced on the outside of the overpack and the overpack shall be marked with the word “Overpack” in lettering of at least 12 mm high.
- m) Infectious substances assigned to UN 3373 which are packed and marked in accordance with this packing instruction are not subject to any other requirement in these Instructions except for the following:
 - the name and address of the shipper and of the consignee must be provided on each package.

- the name and telephone number of a person responsible shall be provided in a written document (such as the CN 38 delivery bill) or on the package;
 - classification must be in accordance with the provisions of the TI and DGR;
 - the incident reporting requirements of the TI and DGR must be met;
 - the inspection for damage or leakage requirements of the TI and DGR shall apply.
- n) No shipper's declaration for dangerous goods shall be required.
- o) Clear instructions on filling and closing such packages must be provided by packaging manufacturers and subsequent distributors to the consignor or to the person who prepares the package (e.g. patient) to enable each single package to be correctly prepared for transport.
- p) Other dangerous goods must not be packed in the same packaging as Division 6.2 infectious substances unless they are necessary for maintaining the viability, stabilizing or preventing degradation or neutralizing the hazards of the infectious substances. A quantity of 30 ml or less of dangerous goods included in Class 3, 8 or 9 permitted as excepted quantities under 3.5 of ICAO TI may be packed in each primary receptacle containing infectious substances. When these small quantities of dangerous goods are packed with infectious substances in accordance with the TI no other requirements in these Instructions need be met.
- q) Solid carbon dioxide (dry ice) used as refrigerant
- If dry ice is used as refrigerant, the packaging requirements of Packing Instruction 954 as set out in the current edition of the TI and DGR must be met. For information, the relevant text of Packing Instruction 954 is provided below. Senders should consult the most recent edition of the TI and DGR to verify the current text of Packing Instruction 954 prior to use.
 - The following information shall be provided in a written document (such as the CN 38 delivery bill) or on the package. The information shall be shown in the following order:
 - UN 1845;
 - Proper shipping name (Carbon dioxide, solid or Dry ice);
 - the number of packages and the net weight of dry ice in each package;
 - the net weight of the Carbon dioxide, solid or Dry ice must be marked on the outside of each package. When packages are placed in an overpack, the overpack must be marked on the outside with the total net quantity of dry ice in the overpack
 - Receptacles containing infectious substances only and identified by special "UN 3373" labels shall be handed over by postal authorities to airlines in unsealed mail receptacles.

2.6 Conditions of acceptance and marking of items containing radioactive – Article 19-006

- a) Items containing radioactive materials shall be admitted for conveyance by post subject to prior consent from the competent authorities of the country of origin, provided the activity for each exempted item does not exceed one tenth of that permitted in table 4 – Activity Limits for Excepted Packages as listed in the current edition of International Atomic Energy Agency SSR-6/ table 2-14 of ICAO TI and does not contain uranium hexafluoride. radioactive material in an excepted package

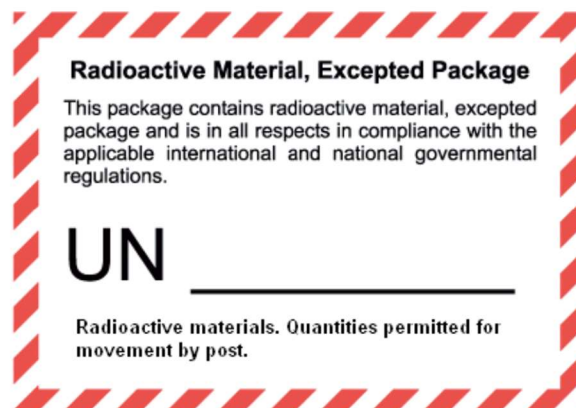
Table 2-14

Activity Limits for Excepted Package

Physical state of contents	Instruments or Article		Material
	Item Limits	Package Limits	Package Limits
Solids			
Special Form	$10^{-2} A_1$	A_1	$10^{-3} A_1$
Other Form	$10^{-2} A_2$	A_2	$10^{-3} A_2$
Liquid	$10^{-3} A_2$	$10^{-1} A_2$	$10^{-4} A_2$
Gases			
Titium	$2 \times 10^{-2} A_2$	$2 \times 10^{-1} A_2$	$2 \times 10^{-2} A_2$
Special Form	$10^{-3} A_1$	$10^{-2} A_1$	$10^{-3} A_1$
Other Form	$10^{-3} A_2$	$10^{-2} A_2$	$10^{-3} A_2$

- b) The outside packaging of items containing radioactive materials shall be marked by the sender with the label shown below indicating the applicable UN-number. It shall also bear, in addition to the name and address of the sender, a request in bold letters for the return of the items in the event of non-deliver

Radioactive material, excepted package label



- c) The sender shall give his name and address and the contents of the item on the inner wrapping.
- d) The label shown above shall be clearly crossed out, should the empty package be returned to the place of origin.

2.7 Conditions of acceptance of letter-post items and parcels containing lithium cells and batteries installed in equipment - Article 19-007

- a) Letter-post items and parcels containing lithium metal or lithium ion cells and batteries installed in equipment shall be packed according to Packing Instruction 967, Section II (lithium ion cells and batteries), or Packing Instruction 970, Section II (lithium metal cells and batteries), as applicable, of the current edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Technical Instructions) published by ICAO. Senders must consult the most recent edition of the ICAO Technical Instructions.
- b) Cells and batteries installed in equipment that have been identified by the manufacturer as being defective for safety reasons, or that have been damaged, or that have the potential of producing a dangerous evolution of heat, fire or short circuit are forbidden for transport.

2.8 Dangerous goods prohibited from insertion in letter-post items and parcels - Article 19-008

- a) The articles covered by the “Recommendations on the Transport of Dangerous Goods” drawn up by the United Nations, with the exception of certain dangerous goods provided for in the existing Regulations, and by the ICAO Technical Instructions and IATA DGR shall be considered as dangerous goods in accordance with the provisions of article 19.3.1 of the Convention and prohibited from insertion in letter-post items and parcels, when transported by international air conveyance.
- b) Each designated operator shall establish procedures and training programmes with a view to controlling the introduction of undeclared or inadmissible dangerous goods into its postal services, in compliance with national and international rules and regulations.

2.9 Lithium Cell and Lithium Batteries

While lithium cells and lithium batteries are considered as dangerous goods, these may be admitted exceptionally. The International Civil Aviation Organization (ICAO) amended the 2013–2014 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air to allow transport by post of equipment containing lithium batteries (ECLB) from 1 January 2013.

Lithium Battery – The term “lithium battery” refers to a family of batteries with different chemistries, comprising many types of cathodes and electrolytes. For the purposes of the DGR they are separated into:

Lithium Battery refers to a family of batteries with different chemistries, comprising many types of cathodes and electrolytes. For the purposes of the DGR they are separated into lithium metal batteries and lithium-ion batteries.

Lithium metal batteries are generally primary (non-rechargeable) batteries that have lithium metal or lithium compounds as an anode. Also included within lithium metal are lithium alloy batteries. Lithium metal batteries are generally used to power devices such as watches, calculators, cameras, temperature data loggers, car key fobs and defibrillators



Lithium-ion batteries (also abbreviated as Li-ion batteries) are secondary (rechargeable) battery where the lithium is only present in an ionic form in the electrolyte. Also included within the category of lithium-ion batteries are lithium polymer batteries. Lithium-ion batteries are generally used to power devices such as mobile telephones, laptop computers, tablets, power tools, hybrid and electric vehicles and e-bikes. Other similar sources of power (power banks, power packs, etc, designed to primarily provide power to another device) are also classified as batteries and not batteries contained in equipment.



Sodium ion battery is a rechargeable electrochemical system where the positive and negative electrode are both intercalation or insertion compounds, constructed with no metallic sodium (or sodium alloy) in either electrode or with an organic non aqueous compound as an electrolyte. Sodium ion cells and batteries **with organic electrolyte must** be transported as UN 3551 or UN 3552 as appropriate.



Battery means two or more cells or batteries which are electrically connected together and fitted with devices necessary for use, for example, case, terminals, marking and protective devices. Units which have

two or more cells that are commonly referred to as "battery packs", "modules" or "battery assemblies" having the primary function of providing a source of power to another piece of equipment are for the purposes of the UN Model Regulations and this guidance document treated as batteries. See definitions for "cell" and "single cell battery". (See also "Power Banks")

Button cell or battery means a round small cell or battery when the overall height is less than the diameter.

Cell means a single encased electrochemical unit (one positive and one negative electrode) which exhibits a voltage differential across its two terminals. Under the UN Model Regulations, UN Manual of Tests and Criteria and this guidance, to the extent the encased electrochemical unit meets the definition of "cell" herein, it is a "cell", not a "battery", regardless of whether the unit is termed a "battery" or a "single cell battery" outside of the UN Model Regulations, the UN Manual of Tests and Criteria and this guidance.

Power bank (power pack, mobile battery, etc.), these are portable devices designed to be able to charge consumer devices such as mobile phones and tablets. For the purposes of this guidance document and the IATA Dangerous Goods Regulations, power banks are to be classified as batteries and must be assigned to UN 3480, lithium ion batteries, or UN 3090, lithium metal batteries, as applicable. For carriage by passengers, power banks are considered spare batteries and must be individually protected from short-circuit and carried in carry-on baggage only.

Rated capacity means the capacity, in ampere-hours or milliampere-hours, of a cell or battery as measured by subjecting it to a load, temperature and voltage cut-off point specified by the manufacturer.

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3. Controlling the introduction of dangerous goods into postal networks

Part 1, chapter 2, section 2.3 of the ICAO Technical Instructions, as well as the UPU Convention, lists the dangerous goods that may be acceptable in international mail for transport by air, subject to the provisions of the appropriate national authorities, the Technical Instructions and the UPU Regulations.

CAAT announce the Requirement of The Civil Aviation Authority of Thailand No. 68 on Application for and issuance of permission for operating Dangerous Goods and Prohibited or Special Handling Items indicate Regulated Postal Authority require to grant Dangerous Goods Operating License for handling dangerous goods in Thailand territory and CAAT announce the Requirement of The Civil Aviation Authority of Thailand No. 73 on the Operations regarding the Transport of Dangerous Goods and Prohibited or Special Handling Items Chapter 10 Other Requirements Transport of Dangerous Goods by Post Article 58 and 59 indicate condition of transport dangerous goods by post.

Regulated Postal Authority must have procedures in place for controlling the introduction of dangerous goods into the postal system and into air transport. Even if a DO chooses not to accept those dangerous goods allowed in the mail, it must still have procedures to prevent undeclared or hidden dangerous goods from entering the mail system.

3.1 Dangerous Goods Training for Staff

3.1.1 General

Regulated Postal Authority shall establish and maintain initial and recurrent dangerous goods training program to be submitted to the Director General for approval under RCAAT no. 73 Chapter 5.

Personnel must be trained and assessed commensurate with the functions for which they are responsible prior to performing any of these functions.

A training program must include elements such as methodology, assessment, initial and recurrent training, instructor qualifications and competencies, training records and evaluation of the effectiveness of training

3.1.2 General Requirements Applicable to Dangerous Goods Training Programmes

To ensure that everyone involved is aware of their responsibilities in the transport of dangerous goods, no matter whether such goods are carried as cargo or are in the possession of passengers, The employer of personnel that perform functions aimed at ensuring that dangerous goods are transported in accordance, ICAO Doc 9284 must establish and maintain a dangerous goods training programme.

A training programme includes elements such as methodology initial and recurrent training and assessment, instructor qualifications and competencies, training and assessment records and evaluation

of its effectiveness. Operators need to determine the purpose and objective of the competency-based training programme based on the functions for which their personnel are responsible.

RPA should ensure that training is designed and developed to establish clear links among the competencies to be achieved, the learning objectives, assessment methods, and course materials.

Any RPA seeking certification for the transportation of ECLB must have established programmes to train both internal and external stakeholders with respect to the compliant transportation of dangerous goods.

3.1.3 Dangerous Goods Training Course Syllabus

The subject matter with which their various categories of staff should be familiar is indicated in Table 1-4.

Table 1 – 4. Content of training courses for staff of designated postal operators

<i>Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum</i>	<i>Designated postal operators</i>		
	<i>Categories of staff</i>		
	A	B	C
General philosophy	x	x	x
Limitations	x	x	x
General requirements for shippers	x		
Classification	x		
List of dangerous goods	x		
Packing requirements	x		
Labelling and marking	x	x	x
Dangerous goods transport documents and other relevant documentation	x	x	
Acceptance of the dangerous goods listed in 1;2.3.2	x		
Recognition of undeclared dangerous goods	x	x	x
Storage and loading procedures			x
Provisions for passengers and crew	x	x	x
Emergency procedures	x	x	x

CATEGORIES

- 1) – Staff of designated postal operators involved in accepting mail containing dangerous goods.
- 2) – Staff of designated postal operators involved in processing mail (other than dangerous goods).
- 3) – Staff of designated postal operators involved in the handling, storage and loading of mail.

3.1.4 Recurrent Training

Personnel must receive recurrent training within 24 months of previous training to ensure that knowledge has been maintained. However, if recurrent training is completed within the final three months of validity of the previous training, the period of validity extends from the month on which the recurrent training was completed until 24 months from the expiry month of that previous training.

3.1.5 Dangerous Goods Training Record

The record of training must include:

- a) the individual's name and surname;
- b) the month of completion of the most recent training and assessment;
- c) a description, copy or reference to training and assessment materials used to meet the training and assessment requirements;
- d) the name and address of the organization providing the training and assessment; and
- e) evidence which shows that the personnel have been assessed as competent.

The training records must be retained by the employer for a minimum period of 36 months from the most recent training completion month, and must be made available upon request to the appropriate national authority. There should be a process for refresher training every 24 months or as needed.

3.1.6 Instructor Qualifications

Instructors of initial and recurrent dangerous goods training programmes must have

- Having knowledge and comprehension of the Technical Instructions or IATA Dangerous Goods Regulations, including Thai regulations related the transport of dangerous goods by air,
- Have the capability to develop lesson plans, training materials, exercises, and training evaluation forms, including having completed training in instructional techniques.
- Instructors shall demonstrate or be assessed as competent in instruction and the function(s) that they will instruct prior to delivering such a dangerous goods training program.
- Having experiences in the transport of dangerous goods or air cargo operations or other experiences related to flight operations for at least five (5) years

Note - Organizations must ensure that the instructor receives updates to the Regulations and training material on an annual basis with the issuance of each edition of the DGR or as the Regulations are modified. Instructors must receive and understand updates to dangerous goods information and be made familiar with those changes by training or other means on an annual basis or as the Regulations are modified.

3.2. Reporting and tracking of dangerous goods accidents and incidents to civil aviation authorities and/or other national authorities

Dangerous goods occurrences meeting the criteria of The Civil Aviation Authority of Thailand requirement no. 22/2562 on "Reporting of Civil Aviation Occurrence" also meet the definition of a dangerous goods accident or incident. Accordingly, the report must be reported to CAAT within 72 hours.

3.3. Reporting of hidden and undeclared dangerous goods to civil aviation authorities

In cases where dangerous Goods are not identified correctly, and on occasion where Sender do not declare Dangerous Goods or declare them as mail in order to avoid extra costs, the sender shall be liable for all damages and costs in case of an incident. Such cases shall be reported to the CAAT.

3.4. Methods to inform postal customers of what is admissible in mail at acceptance points

3.4.1 Provision of information to customers at acceptance Point

The notices giving information about the transport of dangerous goods are sufficient in number, prominently displayed and provided at a visible location(s) at the mail acceptance points (such as street post boxes, post offices, agencies, websites) to alert sender about any dangerous goods that may be contained in their mail. These notices must include visual examples of dangerous goods, including batteries.

Example:

- Warning posters about dangerous goods allowed in mail at postal facilities (official and contracted offices);
- Customer briefings by postal representatives;
- Warning information to customers on RPA websites;
- Other types of notices to customers, such as mailed warnings, advertisements, etc.

3.5. Methods to inform account customers of the restrictions and regulations regarding dangerous goods

3.5.1 Provision of information to account customers regarding dangerous goods;

RPA must provide information about forbidden dangerous goods and items permitted in mail to account customers. This information may be provided through the RPA website, direct e-mail, mailed communications, postings in external publications, or personal interactions by RPA account representatives.

Examples of possible compliance measures include, but are not limited to:

- Providing information pamphlets or brochures on dangerous goods to customers on a periodic basis.
- Ongoing training efforts by the RPA to inform customers of acceptable or prohibited dangerous goods.
- Information regarding penalties for account holders who improperly ship dangerous goods.

3.6. Inclusion of clauses in contracts with account customers regarding dangerous goods not permitted in the mail

The information provided to account customers should reference specific sections of the RPA's mailing requirements or regulations. It could also reference other documentation outlining the specific references to dangerous goods and prohibited items. These documents should be updated regularly by the RPA to reflect the current regulations.

Example of contract language:

MAILABILITY AND IMPORTABILITY

All items mailed under this Agreement must conform to the mailability requirements of the designated postal operator as detailed in regulations and conform to the importation restrictions of the destination countries. The Mailer is solely responsible for the importation status of the products mailed under this Agreement.

COMPLIANCE

1. The Mailer must comply with all applicable regulations, orders and demands, and all other applicable laws.
2. All items mailed under this Agreement must conform to the mailability requirements of the RPA and conform to the importation requirements of the destination countries. The Mailer is solely responsible for the importation status of the products mailed under this Agreement
3. The Mailer must provide any necessary documentation, including data provided in electronic format, in connection with each mailing, in the form and at the time specified by the DO, customs agencies, local civil aviation authority, destination country foreign government, or other authority. The Mailer further understands that the failure to provide any such required documentation may result in refusal at acceptance, delay in processing, involuntary seizure by authorities, and/or return of mail to sender.
4. The Mailer must comply with any regulation or order promulgated by the DO, customs agencies, civil aviation authorities, a destination country foreign government, or other governmental unit with jurisdiction over mail, to facilitate the customs processing of its mail, according to any requirements specified by those authorities.
5. This Agreement may be terminated immediately for cause based on the Mailer's failure to comply with all regulations, orders, demands and all other applicable laws

- Standard contract language included in each business contract;
- Provision of information pamphlets or brochures on dangerous goods to customers on a periodic basis;
- Ongoing training efforts by the DO to inform customers as to what dangerous goods are acceptable or prohibited in the mail;
- Contractual penalty clauses for account holders who improperly ship dangerous goods.

3.7. Emergency Response

Regulated Postal Authority must establish emergency response plan concerning accidents and incidents involving dangerous goods in air transport. That procedure must be informed to all staff who handle dangerous goods to enhance their safety awareness. The information should include details as follows:

- a) Emergency Procedure Flowchart
- b) Emergency Contact and Telephone Number

3.8. Retention of Document

The following dangerous goods transport documents will be maintained for a period not less than three months:

- a) Shipper's Letter of Instructions
- b) Air waybill assignments – Forms of Undertaking
- c) Shipping documents
- d) Acceptance checklist (if applicable)

3.9. Acceptance procedures

3.9.1 Acceptance staff must be adequately trained to assist them to identify and detect dangerous goods present as general cargo. Information about:

- a) acceptance staff must be adequately trained to assist them to identify and detect dangerous goods present as general cargo. Information about:
- b) other indication that dangerous goods may be present (e.g. labels, marks), must be provided to acceptance staff and must be readily available to such staff.

3.9.2 Acceptance staff should seek confirmation from senders about the contents of any item of mail where there are suspicions that it may contain dangerous goods, with the aim of preventing undeclared dangerous goods from being loaded on an aircraft as general cargo. Many ordinary looking items may contain dangerous goods and a list of some general descriptions which, experience has shown, are often applied to such items is found in the list of hidden dangerous goods.

3.9.3 Before a consignment consisting of a package or overpack containing dangerous goods is first accepted for carriage by air, Dangerous Goods Acceptance personnel shall use of a checklist verify the following:

- a) Verify all documentation
- b) Verify the Dangerous Goods against accompanying documentation.
- c) Verify the quantity of dangerous goods

- d) Verify the marks on package(s), overpack(s) is as required
- e) Verify the labelling of the package(s) or overpack(s) is as required
- f) Verify the outer packaging of a combination packaging or the single packaging is permitted by the applicable packing instruction if applicable
- g) Verify the package, overpack, is not leaking and there is no indication that its integrity has been compromised
- h) Ensure that the Consignor supplies a complete description of the contents of the goods.
- i) Check consignments for signs of tampering.
- j) Sign the declaration and make necessary endorsements on such documentation if applicable.
- k) Where Dangerous Goods appear to have been subject to significant tampering to a degree which could have allowed for the introduction of a prohibited article or is otherwise suspect such goods shall be handled as high-risk goods.
- l) Verify the sign of undeclared or hidden dangerous goods including dangerous goods which not required Shipper's Declaration.
- m) Should any irregular behavior or activity by the driver or person tendering Dangerous Goods be observed take appropriate action
- n) Verify State and Operator Variation

3.10. Recognition of Undeclared / Hidden Dangerous Goods

With the aim of preventing dangerous goods, which dangerous goods are not permitted to have, from being taken aboard an aircraft in mail, acceptance staff should seek confirmation from a sender that they are not carrying dangerous goods that are not permitted, and seek further confirmation about the contents of any item where there are suspicions that it may contain dangerous goods that are not permitted. Many innocuous-looking items may contain dangerous goods, and a list of general descriptions which, experience has shown, often apply to such items is shown in Chapter 1.3

3.11. Procedures for requiring sender information

Acceptance personnel shall verify that each package containing dangerous goods admitted exceptionally bears the sender's legible name, complete address, and signature, together with any other information required by the applicable regulations, before the item is accepted for transport procedures for State or Operator Variation and Updates

3.12. Procedures for complying with state or operator variations and changes to the Technical Instructions

RPA shall designate a responsible person to monitor amendments to the ICAO Technical Instructions, State Variations, Operator Variations, UPU regulations, and applicable national regulations. The person responsible assess the operational impact of each amendment, update affected procedures and controlled documents, communicate the changes to relevant personnel, provide additional training where necessary, and verify the effective implementation of the revised procedures through internal oversight activities.

3.13. Rejected/Returned Dangerous Goods

Where Dangerous Goods are rejected during delivery, the integrity of such Dangerous Goods will be maintained such goods will be returned under secure transportation to the appropriate storage facility. Where the integrity of such goods is not maintained, such goods will be retained and subjected to inspection. CAAT and other relevant local authorities shall be notified. All incidents and accidents shall be recorded and kept on file.

3.14. Handling Dangerous goods admissible in mail

3.14.1 Storage

RPA will have designated areas which have the following:

- a) Fire extinguishers
- b) Emergency Response Spill Kits to store all Dangerous Goods
- c) Display of Dangerous Goods signage with classes

Dangerous Goods will not be storage close to each other and/or on top of each other unless they are compatible per the Compatibility Chart displayed on the cage. Only trained Staff is to handle the storage in the branch

3.14.2 Inspection for Damage and Leakage

- a) RPA before accepting the package will inspect them for damage and or leakage
- b) If the package is damaged or is leaking - the Sender must be notified immediately to come and collect the package for proper packaging.
- c) Should a package be damaged or leaked whilst in the care of Regulated Postal Authority the following needs to be done:
 - 1) Avoid handling the package
 - 2) Inspect adjacent packages for contamination and put aside any that have been contaminated

- 3) Do not clean the area
- 4) Report to the supervisor who should in turn report to the Dangerous Goods Coordinator.

3.14.3 Procedure response of Damaged and Leaking Dangerous Goods

Inform the Manager on duty who will arrange for a chemical cleaning organization to collect and dispose

- a) Notify the Sender and or the Consignee
- b) Notify authorities (CAAT, Airport operator and Air operator)
- c) If the package contains infectious substances, notify Health authorities as well
- d) If personnel were in contact with the contents of the package, the following must be done:
 - 1) Thoroughly wash off the body with plenty of water immediately.
 - 2) Remove contaminated clothing.
 - 3) Do not eat or smoke.
 - 4) Keep hands away from eyes, mouth and nose.
 - 5) Seek medical assistance

3.15 Removal Contamination

If an RPA becomes aware that mail not identified as containing dangerous goods has been contaminated and it is suspected that dangerous goods may be the cause of the contamination, the Regulated Postal Authority must take reasonable steps to identify the nature and source of contamination before proceeding with the loading of the contaminated mail. If the contaminating substance is found or suspected to be a substance classified as dangerous goods by these Regulations, the operator must isolate the mail and take appropriate steps to nullify any identified hazard before being transported further by air.

3.16 Recognizing and Handling Suspicious Mail

It is crucial for all RPA's employees to understand and follow the procedures for handling suspicious mail, unknown powder, liquids, or substances, as well as emergency situations involving smoke, fumes, or vapors. Below are detailed guidelines to ensure everyone's safety.

3.16.1 Characteristics of Suspicious Mail

When examining mail, pay close attention to the following characteristics;

- **Shape:** is the mail piece lopsided or uneven? Is it rigid or bulky?

- **Look:** Are there oily stains, discolorations, or crystals on the wrapper? Does it have a strange odor? Is there a leaking powder or liquid?
- **Address:** Is there a return address? Are there restrictive markings? Are there misspelled words? Is it addressed to a title rather than to an individual? Is it an incorrect title? Is it poorly typed or written?
- **Packaging:** Is it sealed with tape? Is there excessive tape? Is there excessive postage?

3.16.2 Responding to Unknown Powder, Liquid, or Substance

If you identify a suspicious letter or package, follow these three main steps: Package, people, and Plan

a) Package

- DO NOT handle, open, smell, touch, or taste the package or letter.
- Leave it where it is and isolate the area.
- Do not try to clean it up, move it, or place it in plastic bag.
- Make a mental note of any useful information (size, shape, look and address).

b) People

- Clear the area immediately.
- Inform employees in the immediate area to avoid disturbing the suspicious package, letter, or substances
- Notify the supervisor immediately.
- All employees near the package should wash their hands and any other exposed skin with soap and water, even if they didn't touch the package or letter.
- Cordon off the area turn off air conditioners, fans and equipment.

c) Plan

- Contact your supervisor or hazardous material team.
- Follow your emergency plan.
- Know who to contact if your supervisor is not available.

3.14.3 Handling Smoke, Fumes, or Vapors

In emergency situations involving smoke, fumes or employee exhibiting medical symptoms, take the following steps:

- Evacuate the area immediately and call local emergency responders.
- Notify your supervisor or hazardous materials team.
- Follow the instructions or emergency responders.
- Make the notifications indicated in your local emergency action plan.

3.17 Dangerous Goods Coordinator

RPA shall appoint a person or more for being dangerous goods coordinators.

- The person whose name appears below has been appointed by the Regulated Postal Authority as the Management Representative responsible for the implementation, monitoring and supervision of the aviation safety controls prescribed by the CAAT Regulations.
- Communication between CAAT and Regulated Postal Authority should be directed to this official. This official is senior enough in the organization to affect any directives which might be necessary in the interest of aviation security for dangerous goods.
- He/She has the necessary experience and qualifications for this responsibility.

3.16.1. Duties should cover the roles outlined as follows:

- Having knowledge and comprehension of dangerous goods regulations and receiving appropriate training in dangerous goods training programme relevant to their responsibilities.
- Providing consultation to the executive and personnel who have responsibility for the transport of dangerous goods.
- Coordination with CAAT aviation inspectors in carrying out regarding dangerous goods.
- Establishing operations procedures or operations manual including other related documents and updating such procedures or manual continually.

Additional responsibilities may include the following:

- The development, amendment and implementation of the overall dangerous goods operation manual or standard operation procedures.
- The development and promulgation of companywide Dangerous Goods safety standards and practices to ensure compliance with RCAAT no. 73.
- Ensuring that effective risk assessment and analysis are conducted regularly and that there is sufficient response capability in case of incidents and accidents
- Ensuring understanding of legislation and regulations relating to Dangerous Goods throughout the organization.
- Providing specialized advice to line management in all aviation safety functions regarding dangerous goods.
- Ensuring all staff dealing with dangerous goods and related documentation are trained and proper control of training records are established and maintained.
- Ensuring appointment of suitably qualified persons as dangerous goods officials in the respective branches of Regulated Postal Authority, in a case where multiple branches exist.
- Ensuring all dangerous goods transport documents are retained according to the requirements

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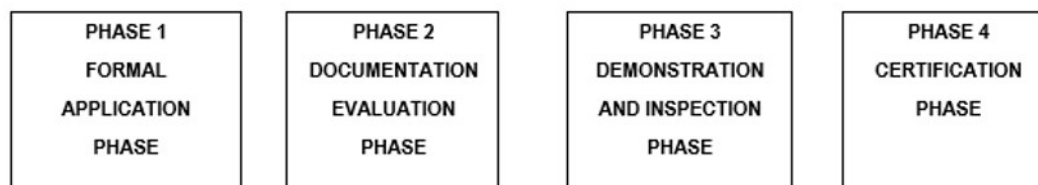
4. Dangerous Goods Operating License Issuance Process

Prior to permitting a Regulated Postal Authority to accept and offer dangerous goods for transportation in air mail, RCAAT no. 68 requires that Regulated Postal Authority establishes procedures for controlling the introduction of dangerous goods in air transport and that such procedures have to be approved by CAAT

When these procedures have been approved, a Regulated Postal Authority may offer for transport those dangerous goods identified in Chapter 2.2 a, b, and c only.

In addition, Article 58 of RCAAT No. 73 requires a Regulated Postal Authority to obtain approval from the Director-General of Civil Aviation before accepting and conveying lithium ion batteries and lithium metal batteries contained in equipment in air mail, as described in Chapter 2.2 (d) and (e).

The approval process provides for interaction between the applicant and the CAAT, from initial inquiry to final approval or denial. The process consists of the following four phases:



The validity period of an approval granted to a Regulated Postal Authority for procedures to control the introduction of dangerous goods in air mail, including the acceptance and offering for transport of lithium ion batteries and lithium metal batteries contained in equipment in air mail, shall be five years from the date of approval

4.1. Phase 1 Formal Application Phase

Upon receipt of a formal application, Dangerous Goods Inspector (DGI) will cursory review it and make a determination of its acceptability. The initial review serves two purposes and verifies that at least those items required for formal application have been submitted. The minimum required items are as follows:

Required Document

- CAAT-OPS-DGFM-503 Application for Approval to Dangerous Goods Operating License for Regulated Postal Authority (RPA)
- Copy of the existing Regulated Postal Authority Number
- Dangerous Goods Manual or Other Operations Manual Section Dangerous Goods
- Dangerous Goods Training Programs approved by Approved by CAAT

- OPS-TCDGI-308-OPS – Operations Manual Dangerous Goods Segment for Regulated Postal Authority (RPA)
- Copy of the previous Dangerous Goods Operating License (For Renewal)

DGI should advise a Regulated Postal Authority, who wish to seek approval of its procedures for controlling the introduction of dangerous goods in air mail, to write in to CAAT, addressing its application to the OPS.

Should a Regulated Postal Authority also wish to seek approval to accept and offer lithium ion and lithium metal batteries contained in equipment in air mail, this should be specified in its written application. Its procedures for controlling the introduction of dangerous goods in air mail should also incorporate procedures on the acceptance and handling of air mail packages containing lithium ion and lithium metal batteries contain in equipment.

4.2. Phase 2 Document Evaluation Phase

The document evaluation phase is part of the certification process when the Regulated Postal Authority's manuals and other documents are reviewed and either accepted, approved, or rejected, as appropriate. Each submission by Regulated Postal Authority will be given an in-depth review to ensure it complies with applicable regulations and conforms to safe operating practices.

Review of Regulated Postal Authority's Submissions. During this phase, DGI evaluate and approve the Regulated Postal Authority's manuals and any other required documents. This list is not all-inclusive, and certain items may not be applicable to a particular type of operation.

- a) requirement to train staff in Categories A, B and C in accordance with ICAO TI Part 1;4;
- b) reporting of dangerous goods accidents and incidents to CAAT in accordance with the CAAT requirements for making such a report;
- c) reporting of hidden and undeclared dangerous goods to CAAT in accordance with the CAAT requirements for making such a report;
- d) provision of dangerous goods information to customers at acceptance points (e.g. street post boxes, post offices, agencies, websites);
- e) provision of information to account for customers regarding dangerous goods;
- f) inclusion of clauses in contracts with account customers regarding dangerous goods not permitted in the mail;
- g) emergency procedures to handle occurrences involving (but not limited to) the leakage or combustion of dangerous goods or the inhalation, ingestion or exposure of personnel to dangerous goods substances that may affect their health;
- h) retention of documents (e.g. dry ice acceptance checklist);

- i) acceptance procedures for staff for the dangerous goods describe paragraph 3.1.
- j) procedures for requiring the sender's name, address and signature on packages containing dangerous goods;
- k) procedures for ensuring that any State or operator variations specified in TI are complied with;
- l) procedures for ensuring that any changes to the TI are incorporated existing procedures; and procedures for the handling of packages containing dangerous goods rejected by air operators from transport.
- m) provision of information on lithium ion batteries or lithium metal batteries contained in equipment at air mail acceptance points (If Applicable);
- n) provision of information to account customers regarding the acceptance of lithium ion batteries or lithium metal batteries contained in equipment in air mail (If Applicable); and
- o) procedures for staff regarding the acceptance of packages containing lithium ion batteries or lithium metal batteries contained in equipment (If Applicable).

The Initial and Recurrent company training Program attachments must be reviewed to ensure all IATA and ICAO required training is included. A detailed review and initial approval of the training curriculums will be accomplished after the applicant has finalized all training arrangements. The applicant may not start training until each curriculum has been initially approved.

4.3. Phase 3 Demonstration and Inspection Phase

In this phase DGI that the RPAs proposed procedures and programs for training and directing personnel in the performance of their duties are effective. In this phase the emphasis is on compliance with regulations and safe operating practices. As previously mentioned, certain segments of the document compliance phase often occur simultaneously with certain events in the demonstration and inspection phase.

The demonstrations are to prove that applicant ability to comply with CAAT regulations. Through observation and other forms of on-site evaluation during the demonstration and inspection phase, DGI observe and monitor many types of applicant activities:

- a) Conduct/monitoring of Training Programs.
- b) Facilities (equipment, procedures, and personnel)
- c) Record-keeping Procedures, i.e. training, dangerous goods shipping documents, etc.

4.4. Phase 4 Certification Phase

The certification phase follows the satisfactory completion of all the previous phases. It begins when the CAAT takes the necessary administrative action to issue the Dangerous Goods Operating License after assurance that the applicant will have to comply with the applicable requirements and is fully capable of fulfilling its responsibilities and conducting a safe and efficient operation, DGI must ensure all findings for all phases are completely closed.

5. Requirements regarding equipment containing lithium batteries. (ECLB)

In order to ensure the safe and compliant transportation of equipment containing lithium batteries through international postal networks, any country seeking certification through its CAAT must have a robust dangerous goods oversight system that comprises the elements set out above.

An ECLB certification roadmap and process chart are provided as Appendix H.

Any RPA seeking the ability to transport ECLB internationally must have a dangerous goods programme within its operational structure. This programme must be staffed by a designated liaison officer and should have the following responsibilities:

- I. Development and oversight of policies and procedures relating to the identification and handling of dangerous goods;
- II. Development and oversight of dangerous goods training for both internal and external stakeholders;
- III. Development and oversight of measures designed to prevent the acceptance and transportation of prohibited, undeclared and/or improperly prepared dangerous goods;
- IV. Development and oversight of communication plans and assets designed to allow for efficient documentation and reporting of incidents relating to dangerous goods;
- V. Development and oversight of measures designed to enforce regulations at the international, regional and local levels, as applicable

5.1. Policies and procedures

Written policies and procedures In order to establish ECLB certification through their respective CAAs, RPAs must have written policies and procedures that cover at least the following:

- I. The types of dangerous goods accepted by the RPA;
- II. Internal training requirements;
- III. Evaluation and acceptance of allowable dangerous goods, as per policy;
- IV. Handling of rejection of non-compliant shipments;
- V. Tendering of products to airlines and/or other RPAs;
- VI. Documentation and communication of findings/incidents;
- VII. Incident response:
 - a. Internal findings of non-compliance during handling;
 - b. Air carrier rejections;
 - c. Spills, leaks, fires and other significant incidents relating to dangerous goods;
- VIII. Resolution of findings/incidents that occur outside a DO's operations (e.g. non-compliant shipments of dangerous goods that are discovered at destination);
- IX. Enforcement actions.

5.2. Preventative measures

Any RPA seeking certification for the transportation of ECLB shall institute procedures designed to prevent the acceptance and transportation of prohibited and/or non-compliant dangerous goods. Such procedures may include the following or other equivalent measures:

- I. Open-package evaluation at acceptance;
- II. Verbal evaluation in conjunction with a closed-package physical evaluation at acceptance;
- III. Electronic acceptance system that includes dangerous goods firewalls for prohibited materials and indicators of acceptable dangerous goods, and that provides digital visibility regarding the contents;
- IV. Use of contracts for shippers of dangerous goods (i.e. dangerous goods allowed by permission only);
- V. X-ray screening.

5.3. Communication and documentation

Any RPA seeking certification for the transportation of ECLB shall establish the means to document, evaluate and communicate incident-related information both for internal use and for sharing with relevant stakeholders. These measures may include:

- I. A means to record incident-related information that allows for reliable documentation and assessment in order to determine trends and identify potential root causes for remediation;
 - a. Database (ideally electronic);
 - b. Paper forms and filing system (an electronic/paperless system may be used);
 - c. Transparency of data to the extent allowable by agency policy.
- II. Open lines of communication with the UPU:
 - a. Designated liaison officers;
 - b. Notification of ECLB certification provided to the UPU as soon as certification is received, via the proper reporting procedures.
- III. Open lines of communication with the respective CAA:
 - a. a Designated liaison officers;
 - b. b Frequent meetings to review and discuss activities.
- IV. Open lines of communication with air carrier partners:
 - a. a Sharing of incident-related information to the extent allowable by agency policy;
 - b. b Meetings to review and discuss activities as necessary.

- V. Open lines of communication with other DOs:
 - a. Direct reporting of incidents.

5.4. Enforcement

Any RPA seeking certification for the transportation of ECLB shall establish methods to enforce its policies (both internal and external). An enforcement programme may include the following desirable elements:

- I. Maintenance of an offender database (preferably electronic, but a physical database is acceptable);
- II. Written warnings to non-compliant shippers/sender;
- III. Civil statutes that allow for the assessment of financial penalties in the event of repeat offenders and/or egregious non-compliance (e.g. incidents involving injuries and damages);
- IV. Criminal statutes that allow for charges to be brought in the event of particularly egregious offenses (e.g. serious injury or death, incidents that occur in air transportation);
- V. A robust internal communication system regarding observed non-compliance:
 - a. Messaging to points of acceptance;
 - b. Messaging to sales/customer onboarding personnel in cases of failure;
 - c. Internal reporting of findings and compliance statistics to relevant internal stakeholders;
- VI. The possibility to suspend and/or deactivate shipping accounts when matters of safety are involved, or the means to access this possibility;
- VII. The ability to audit internal facilities for compliance;
- VIII. The ability to perform unimpeded root cause determinations and to implement and monitor corrective actions.

Appendix A: Record of Amendment

Details of amendments must be recorded below and amended pages inserted immediately on receipt and all removed pages destroyed.

Amendment no.	Date	Amendment Description	Amendment made by

Appendix B: Safety Data Sheet Explanation

Safety Data Sheets (formerly called Material Safety Data Sheets) communicate hazard information about chemical products.
Section 1: Identification This section identifies the chemical on the SDS as well as the recommended uses. It also provides the essential contact information of the supplier. The required information consists of: - Product identifier used on the label and any other common names or synonyms by which the substance is known. - Name, address, phone number of the manufacturer, importer, or other responsible party, and emergency phone number. - Recommended use of the chemical (e.g., a brief description of what it actually does, such as flame retardant) and any restrictions on use (including recommendations given by the supplier).
Section 2: Hazard(s) Identification This section identifies the hazards of the chemical presented on the SDS and the appropriate warning information associated with those hazards. The required information consists of: - The hazard classification of the chemical (e.g., flammable liquid, category1). - Signal word. - Hazard statement(s). - Pictograms (the pictograms or hazard symbols may be presented as graphical reproductions of the symbols in black and white or be a description of the name of the symbol (e.g., skull and crossbones, flame). - Precautionary statement(s). - Description of any hazards not otherwise classified. - For a mixture that contains an ingredient(s) with unknown toxicity, a statement describing how much (percentage) of the mixture consists of ingredient(s) with unknown acute toxicity. Please note that this is a total percentage of the mixture and not tied to the individual ingredient(s).
Section 3: Composition/Information on Ingredients This section identifies the ingredient(s) contained in the product indicated on the SDS, including impurities and stabilizing additives. This section includes information on substances, mixtures, and all chemicals where a trade secret is claimed. The required information consists of: Substances - Chemical name. - Common name and synonyms. - Chemical Abstracts Service (CAS) number and other unique identifiers. - Impurities and stabilizing additives, which are themselves classified and which contribute to the classification of the chemical. Mixtures - Same information required for substances. - The chemical name and concentration (i.e., exact percentage) of all ingredients which are classified as health hazards and are: - Present above their cut-off/concentration limits or - Present a health risk below the cut-off/concentration limits. - The concentration (exact percentages) of each ingredient must be specified except concentration ranges may be used in the following situations: - A trade secret claim is made, - There is batch-to-batch variation, or - The SDS is used for a group of substantially similar mixtures. Chemicals where a trade secret is claimed - A statement that the specific chemical identity and/or exact percentage (concentration) of composition has been withheld as a trade secret is required.
Section 4: First-Aid Measures

This section describes the initial care that should be given by untrained responders to an individual who has been exposed to the chemical. The required information consists of:

- Necessary first-aid instructions by relevant routes of exposure (inhalation, skin and eye contact, and ingestion).
- Description of the most important symptoms or effects, and any symptoms that are acute or delayed.
- Recommendations for immediate medical care and special treatment needed, when necessary

Section 5: Fire-Fighting Measures

This section provides recommendations for fighting a fire caused by the chemical. The required information consists of:

- Recommendations of suitable extinguishing equipment, and information about extinguishing equipment that is not appropriate for a particular situation.
- Advice on specific hazards that develop from the chemical during the fire, such as any hazardous combustion products created when the chemical burns.
- Recommendations on special protective equipment or precautions for firefighters.

Section 6: Accidental Release Measures

This section provides recommendations on the appropriate response to spills, leaks, or releases, including containment and cleanup practices to prevent or minimize exposure to people, properties, or the environment. It may also include recommendations distinguishing between responses for large and small spills where the spill volume has a significant impact on the hazard. The required information may consist of recommendations for:

- Use of personal precautions (such as removal of ignition sources or providing sufficient ventilation) and protective equipment to prevent the contamination of skin, eyes, and clothing.
- Emergency procedures, including instructions for evacuations, consulting experts when needed, and appropriate protective clothing.
- Methods and materials used for containment (e.g., covering the drains and capping procedures).
- Cleanup procedures (e.g., appropriate techniques for neutralization, decontamination, cleaning or vacuuming; adsorbent materials; and/or equipment required for containment/clean up).

Section 7: Handling and Storage

This section provides guidance on the safe handling practices and conditions for safe storage of chemicals. The required information consists of:

- Precautions for safe handling, including recommendations for handling incompatible chemicals, minimizing the release of the chemical into the environment, and providing advice on general hygiene practices (e.g., eating, drinking, and smoking in work areas is prohibited).
- Recommendations on the conditions for safe storage, including any incompatibilities. Provide advice on specific storage requirements (e.g., ventilation requirements).

Section 8: Exposure Controls/Personal Protection

This section indicates the exposure limits, engineering controls, and personal protective measures that can be used to minimize worker exposure. The required information consists of:

- OSHA Permissible Exposure Limits (PELs), American Conference of Governmental Industrial Hygienists (ACGIH) Threshold Limit Values (TLVs), and any other exposure limit used or recommended by the chemical manufacturer, importer, or employer preparing the safety data sheet, where available.
- Appropriate engineering controls (e.g., use local exhaust ventilation, or use only in an enclosed system).
- Recommendations for personal protective measures to prevent illness or injury from exposure to chemicals, such as personal protective equipment (PPE) (e.g., appropriate types of eye, face, skin or respiratory protection needed based on hazards and potential exposure).
- Any special requirements for PPE, protective clothing or respirators (e.g., type of glove material, such as PVC or nitrile rubber gloves; and breakthrough time of the glove material).

Section 9: Physical and Chemical Properties

This section identifies physical and chemical properties associated with the substance or mixture. The minimum required information consists of:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Appearance (physical state, color, etc.); • Odor; • Odor threshold; • pH; • Melting point/freezing point; • Initial boiling point and boiling range; | <ul style="list-style-type: none"> • Upper/lower flammability or explosive limits; • Vapor pressure; • Vapor density • Relative density; • Solubility(ies); • Partition coefficient: n-octanol/water; |
|---|---|

- Flash point;
- Evaporation rate;
- Flammability (solid, gas);

- Auto-ignition temperature;
- Decomposition temperature; and
- Viscosity.

The SDS may not contain every item on the above list because information may not be relevant or is not available. When this occurs, a notation to that effect must be made for that chemical property. Manufacturers may also add other relevant properties, such as the dust deflagration index (Kst) for combustible dust, used to evaluate a dust's explosive potential.

Section 10: Stability and Reactivity

This section describes the reactivity hazards of the chemical and the chemical stability information. This section is broken into three parts: reactivity, chemical stability, and other. The required information consists of:

Reactivity

- Description of the specific test data for the chemical(s). This data can be for a class or family of the chemical if such data adequately represent the anticipated hazard of the chemical(s), where available.

Chemical stability

- Indication of whether the chemical is stable or unstable under normal ambient temperature and conditions while in storage and being handled.
- Description of any stabilizers that may be needed to maintain chemical stability.
- Indication of any safety issues that may arise should the product change in physical appearance.

Other

- Indication of the possibility of hazardous reactions, including a statement whether the chemical will react or polymerize, which could release excess pressure or heat, or create other hazardous conditions. Also, a description of the conditions under which hazardous reactions may occur.
- List of all conditions that should be avoided (e.g., static discharge, shock, vibrations, or environmental conditions that may lead to hazardous conditions).
- List of all classes of incompatible materials (e.g., classes of chemicals or specific substances) with which the chemical could react to produce a hazardous situation.
- List of any known or anticipated hazardous decomposition products that could be produced because of use, storage, or heating. (Hazardous combustion products should also be included in Section 5 (Fire-Fighting Measures) of the SDS.)

Section 11: Toxicological Information

This section identifies toxicological and health effects information or indicates that such data are not available. The required information consists of:

- Information on the likely routes of exposure (inhalation, ingestion, skin and eye contact). The SDS should indicate if the information is unknown.
- Description of the delayed, immediate, or chronic effects from short- and long-term exposure.
- The numerical measures of toxicity (e.g., acute toxicity estimates such as the LD50 (median lethal dose)) - the estimated amount [of a substance] expected to kill 50% of test animals in a single dose.
- Description of the symptoms. This description includes the symptoms associated with exposure to the chemical including symptoms from the lowest to the most severe exposure.
- Indication of whether the chemical is listed in the National Toxicology Program (NTP) Report on Carcinogens (latest edition) or has been found to be a potential carcinogen in the International Agency for Research on Cancer (IARC) Monographs (latest editions) or found to be a potential carcinogen by OSHA.

Section 12: Ecological Information (non-mandatory)

This section provides information to evaluate the environmental impact of the chemical(s) if it were released to the environment. The information may include:

- Data from toxicity tests performed on aquatic and/or terrestrial organisms, where available (e.g., acute or chronic aquatic toxicity data for fish, algae, crustaceans, and other plants; toxicity data on birds, bees, plants).
- Whether there is a potential for the chemical to persist and degrade in the environment either through biodegradation or other processes, such as oxidation or hydrolysis.
- Results of tests of bioaccumulation potential, making reference to the octanol-water partition coefficient (Kow) and the bioconcentration factor (BCF), where available.
- The potential for a substance to move from the soil to the groundwater (indicate results from adsorption studies or leaching studies).
- Other adverse effects (e.g., environmental fate, ozone layer depletion potential, photochemical ozone creation potential, endocrine disrupting potential, and/or global warming potential).

Section 13: Disposal Considerations (non-mandatory)

This section provides guidance on proper disposal practices, recycling or reclamation of the chemical(s) or its container, and safe handling practices. To minimize exposure, this section should also refer the reader to Section 8 (Exposure Controls/Personal Protection) of the SDS. The information may include:

- Description of appropriate disposal containers to use.
- Recommendations of appropriate disposal methods to employ.
- Description of the physical and chemical properties that may affect disposal activities.
- Language discouraging sewage disposal.
- Any special precautions for landfills or incineration activities.

Section 14: Transport Information (non-mandatory)

This section provides guidance on classification information for shipping and transporting of hazardous chemical(s) by road, air, rail, or sea. The information may include:

- UN number (i.e., four-figure identification number of the substance)².
- UN proper shipping name².
- Transport hazard class(es)².
- Packing group number, if applicable, based on the degree of hazard².
- Environmental hazards (e.g., identify if it is a marine pollutant according to the International Maritime Dangerous Goods Code (IMDG Code)).
- Guidance on transport in bulk (according to Annex II of MARPOL 73/783 and the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (International Bulk Chemical Code (IBC Code))).
- Any special precautions which an employee should be aware of or needs to comply with, in connection with transport or conveyance either within or outside their premises (indicate when information is not available).

Section 15: Regulatory Information (non-mandatory)

This section identifies the safety, health, and environmental regulations specific for the product that is not indicated anywhere else on the SDS. The information may include:

- Any national and/or regional regulatory information of the chemical or mixtures (including any OSHA, Department of Transportation, Environmental Protection Agency, or Consumer Product Safety Commission regulations).

Section 16: Other Information

This section indicates when the SDS was prepared or when the last known revision was made. The SDS may also state where the changes have been made to the previous version. You may wish to contact the supplier for an explanation of the changes. Other useful information also may be included here.

Appendix C: Dangerous Goods Emergency Responds Chart (Ground Incidents)

Hazard			Immediate Action
Class name	Class/ Division	Characteristics	
Explosives	1.3C and 1.3G	* Fire and minor blast hazard and/or minor propulsive hazard	* Isolate spill or leak area immediately for at least 500 m in all directions * Move people out the line of sight of the scene and away from windows * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area)
	1.4B, 1.4C 1.4D, 1.4E 1.4G	* Fire, but no other significant hazard	* Isolate spill or leak area immediately for at least 100 m in all directions * Move people out the line of sight of the scene and away from windows * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area)
	1.4S	* Slight risk of explosion and fire	
Flammable Gas	2.1	* Risk of fire, explosion and asphyxiation * May cause burns and/or frostbite * Content may explode when heated	* Isolate spill or leak area immediately for at least 100 m in all directions * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area)
Non-Flammable Gas Cryogenic Liquid	2.2	* Risk of asphyxiation * May be under pressure * May cause frostbite * Content may explode when heated	* Isolate spill or leak area immediately for at least 100 m in all directions
Toxic Gas	2.3	* Risk of intoxication * May be under pressure * May cause frostbite * Content may explode when heated	* Isolate spill or leak area immediately for at least 100 m in all directions * Use any PBEs/masks if available
Flammable Liquid	3	* Risk of fire, explosion * Content may explode when heated	* Isolate spill or leak area immediately for at least 50 m in all directions * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area)
* Flammable solids * Self-reactive substances * Polymerizing substances * Solid desensitized explosives	4.1	* Risk of fire by spontaneous combustion if packages are damaged or content spilled * May contain self-reactive substances that are liable to exothermic decomposition in the case of heat supply, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gasses or vapours or self-ignition * Content may explode when heated * Risk of explosion of desensitized explosives after loss of desensitizer	* Isolate spill or leak area immediately for at least 50 m in all directions * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area)

Substances liable to spontaneous combustion	4.2	* Risk of fire by spontaneous combustion if packages are damaged or content spilled * May react vigorously with water	
Substances, which in contact with water, emit flammable gasses	4.3	* Risk of fire and explosion in contact with water	* Isolate spill or leak area immediately for at least 50 m in all directions * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area) * DO NOT use WATER under any circumstance * Spilled substances should be kept dry covering the spillages with dry non-combustible material
Oxidizer	5.1	* Risk of vigorous reaction, ignition and explosion in contact with combustible or flammable substances	* Isolate spill or leak area immediately for at least 50 m in all directions for liquid and at least 25 m for solids * Stay upwind * Keep combustibles (wood, paper, oil, etc.) away from spilled material
Organic Peroxide	5.2	* Risk of exothermic decomposition at elevated temperatures, contact with other substances (such as acids, heavy-metal compound or amines), friction or shock. This may result in the evolution of harmful and flammable gasses or vapours or self-ignition * Content may explode when heated	* Isolate spill or leak area immediately for at least 50 m in all directions for liquid and at least 25 m for solids * Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area) * Keep combustibles (wood, paper, oil, etc.) away from spilled material
Toxic Substance	6.1	* Risk of intoxication by inhalation, skin contact or ingestion	* Isolate spill or leak area immediately for at least 50 m in all directions for liquid and at least 25 m for solids
Infectious Substance	6.2	* Risk of infection * May cause serious disease in humans or animals	* Isolate spill or leak area immediately for at least 25 m in all directions
Radioactive Material	7	* Risk of radiation and its harmful effects to health	* Isolate spill or leak area immediately for at least 25 m in all directions * Detain or isolate uninjured persons or equipment suspected to be contaminated, but do not decontaminate until instructions are received from Radiation Authority
Corrosive	8	* Risk of burns by corrosion * May react vigorously with each other, with water and with other substances (such as metal) * Spilled substances may evolve corrosive vapour	* Isolate spill or leak area immediately for at least 50 m in all directions for liquid and at least 25 m for solids * Avoid contact with skin
* Miscellaneous dangerous substances and articles * Polymeric beads * Magnetized material * Dry Ice (carbon dioxide, solid)	9	* Risk of burn * Risk of fire * Certain hazards not covered by other classes	* Isolate spill or leak area immediately for at least 25 m in all directions
* Lithium batteries * Sodium ion batteries		* Risk of burn * Risk of fire * Risk of thermal runaway	* Stay upwind * Eliminate all ignition sources (no smoking, flares, sparks or flames in immediate area)

Appendix D: Example of the Hazard and Handling Labels and Marks

CLASS HAZARD LABELS - HANDLING LABELS - MARKS - PLACARD (ICAO TECHNICAL INSTRUCTIONS, 2025-2026 edition)											
Air Transport of Dangerous Goods											
Compatibility groups A,B,C,D,E,F,G,H,I & L Division 1.1 Substances and articles which have a mass explosion hazard		Compatibility groups B,C,D,E,F,G,H,I,K & L Division 1.2 Substances and articles which have a projection hazard but not a mass explosion hazard		Compatibility groups C,F,G,H,I,K & L Division 1.3 Substances and articles which have a fire hazard and either a minor blast or projection hazard or both, but not a mass explosion hazard		Compatibility groups B,C,D,E,F,G & S Division 1.4 Substances and articles which present no significant hazard		Compatibility group D Division 1.5 Very insensitive substances which have a mass explosion hazard		Compatibility group N Division 1.6 Extremely insensitive articles which do not have a mass explosion hazard	
Flammable liquids Class 3		Flammable solids, self-heating, substances which, in contact with water, emit flammable gases Division 4.1		Substances which, in contact with water, emit flammable gases Division 4.3		Outgassing substances Division 5.1		Organic peroxides Division 5.2		Toxic substances Division 6.1	
Radioactive material Class 7 Category I - WHITE		Radioactive material Class 7 Category II - YELLOW		Radioactive material Class 7 Category III - YELLOW		Corrosive substances Class 8		Miscellaneous dangerous substances and articles, including environmentally hazardous substances Class 9		Miscellaneous dangerous substances and articles, including environmentally hazardous substances Class 9	
Critically safety index label (CSI)		Limited quantities mark		Environmentally hazardous substance mark		Biological substance, Category B" mark		GMOs & GMOs mark		Battery mark	
Radioactive material, Class 7, placard for large freight containers		Radioactive material, Class 7, placard for large freight containers		Radioactive material, Class 7, placard for large freight containers		Radioactive material, Class 7, placard for large freight containers		Radioactive material, Class 7, placard for large freight containers		Radioactive material, Class 7, placard for large freight containers	
2025-01-01											

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AOS

Appendix E: Dangerous Goods Prohibited in International Postal Services

Dangerous Goods Prohibited in International Postal Services

! These items are prohibited in air mail. Do not send. Do not accept.
Protect people, your mail, and air transport.

1		EXPLOSIVES Substances or articles that may explode causing mass damage, fire, blast or projection hazards.	Fireworks Firecrackers Ammunition Gunpowder Flares
2		COMPRESSED GASES Gases under pressure that may explode if heated or damaged.	Aerosol cans Camping gas Butane lighter fuel Diving tanks
3		FLAMMABLE LIQUIDS Liquids that can easily ignite and cause fire.	Perfumes Oil paints Lighter fluids Solvent-based glues
4		FLAMMABLE SOLIDS Solid materials that can easily ignite and burn.	Safety matches Charcoal
5		OXIDIZING SUBSTANCES Substances that can release oxygen and intensify fire or cause explosion.	Bleach Hydrogen peroxide Swimming pool chemicals
6		TOXIC & INFECTIOUS SUBSTANCES Substances that can cause poisoning, infection or serious harm to humans, animals or the environment.	Pesticides Agricultural chemicals Biological specimens (viruses or bacteria)
7		RADIOACTIVE MATERIALS Materials that emit ionizing radiation which can cause serious harm.	Radioactive sources Smoke detectors containing radioactive isotopes
8		CORROSIVES Substances that can burn skin, eyes or destroy metals.	Mercury Hydrochloric acid Wet-cell batteries
9		MISCELLANEOUS GOODS Substances or articles that pose a hazard during air transport but do not belong to the above classes.	Magnetized materials Loose or uninstalled lithium-ion batteries Lithium-ion batteries

! If you are unsure about an item, **do not post it.** When in doubt, ask your postal operator.

Safety in the mail is everyone's responsibility.

CAAT
สำนักงานการบินพลเรือนแห่งประเทศไทย
The Civil Aviation Authority of Thailand

www.caat.or.th

CAAT Safety

02-568-8800

Appendix F: Example of Hidden Dangerous Goods in Air Transport

Examples of Hidden Dangerous Goods in Air Transport

Shipments or mail items described in general terms may contain dangerous goods that are not readily apparent.
Be alert. Check. Ask. Prevent incidents before they happen.



**SAFETY
STARTS WITH
AWARENESS**

General Description	Potential Hidden Dangerous Goods within such General Descriptions	Possible Dangerous Goods Labels (IATA DGR)	General Description	Potential Hidden Dangerous Goods within such General Descriptions	Possible Dangerous Goods Labels (IATA DGR)
 Aircraft Spare Parts/Aircraft Equipment/Aircraft on Ground (AOG) Spares	May contain explosives, chemical oxygen generators, compressed gases, paint, adhesives, aerosols, life-saving appliances, fuel in equipment, first aid kits, wet or lithium batteries, matches, fire extinguishers, etc.		 Frozen fruit, vegetables, etc.	May be packed in Carbon dioxide, solid (dry ice), which can adversely affect live animals and humans.	
 Automobile Parts/Supplies (car, car parts, motor, motorcycle)	May contain engines or fuel tanks with fuel, wet or lithium batteries, compressed gases, shocks with nitrogen, air bag modules, flammable adhesives/paints/solvents, etc.		 Fuels	May contain flammable liquids, flammable solids or flammable gases.	
 Battery-powered Devices/Equipment	May contain wet or lithium batteries.		 Fuel Control Unit	May contain flammable liquids.	
 Breathing Apparatus	May indicate cylinders of compressed air or oxygen, chemical oxygen generators or refrigerated liquefied oxygen.		 Hot Air Balloon	May contain cylinders with flammable gas, fire extinguishers, batteries, etc.	
 Camping/Expeditionary Equipment	May contain flammable gases, flammable liquids/solids or other dangerous goods.		 Household Goods	May contain items such as flammable liquids, aerosols, batteries, corrosives, ammunition, matches, bleach, etc.	
 Chemicals	Most chemicals are dangerous. Only qualified dangerous goods acceptance staff can advise if it is acceptable as cargo. Dangerous chemicals must never be accepted as baggage.		 Instruments	May conceal barometers, manometers, mercury switches, rectifier tubes, thermometers, etc. containing mercury.	
 COMAT (Company Materials)	May contain dangerous goods as integral part, e.g. chemical oxygen generators in PSU, compressed gas, flammable liquid, corrosive material, magnetized material, etc.		 Laboratory/Testing Equipment	May contain flammable liquids, flammable solids, oxidizers, organic peroxides, toxic or corrosive substances.	
 Consolidated Consignments (Groupages)	May contain any of the defined classes of dangerous goods.		 Machinery Parts	May contain adhesives, paints, sealants, solvents, wet and lithium batteries, mercury, compressed gases, etc.	
 Cryogenics (Liquid)	Indicates refrigerated liquefied gases such as nitrogen, neon, helium, argon, etc. Cryogenic liquids can cause severe cold burns and suffocation in confined spaces.		 Magnets and other items of similar material	May individually or cumulatively meet the definition of magnetized material.	
 Cylinders	Indicates compressed or liquefied gases.		 Medical Supplies/Equipment	May include flammable liquids, oxidizers, organic peroxides, toxic or corrosive substances, etc.	
 Dental Apparatus	May contain flammable resins or solvents, compressed or liquefied gas, mercury and radioactive material.		 Metal Construction Material/Metal Piping/Metal Fencing	May contain ferro-magnetic material subject to special storage requirements (DGR 3.9.2.2).	
 Diagnostic Specimens	May contain infectious substances.		 Passenger Baggage	May contain fireworks, flammable liquids, corrosives, lighter refills, matches, ammunition, bleach, aerosols not permitted under DGR 2.3, etc.	
 Diving Equipment	May include air cylinders, batteries in diving lamps and heat producing lamps.		 Pharmaceuticals	May contain radioactive material, flammable liquids/solids, oxidizers, organic peroxides, toxic or corrosive substances.	
 Drilling or Mining Equipment	May contain explosives and/or other dangerous goods.		 Photographic Supplies/Equipment	May contain heat producing devices, flammable liquids/solids, oxidizers, toxic or corrosive substances, etc.	
 Dry Shipper (Vapour Shipper)	May contain free liquid nitrogen. Subject to the Regulations when they permit the release of any free liquid nitrogen irrespective of package orientation.		 Promotional Material	May contain items meeting any of the criteria for dangerous goods.	
 Electrical Equipment/Electronic Equipment	May contain magnetized materials, mercury, wet batteries, lithium batteries, fuel cells or fuel cell cartridges.		 Racing Car or Motorcycle Team Equipment	May contain engines or fuel tanks with fuel, flammable aerosols, compressed gases, nitromethane, fuel additives, batteries, etc.	
 Electrically Powered Apparatus (wheelchairs, mobility aids, lawn mowers, golf carts, etc.)	May contain wet batteries, lithium batteries or fuel cells or fuel cell cartridges.		 Refrigerators	May contain liquefied gases or an ammonia solution.	
 Expeditionary Equipment	May contain explosives (flares), flammable liquids/gases or other dangerous goods.		 Repair Kits	May contain flammable adhesives, solvent-based paints, organic peroxides, resins, etc.	
 Film Crew or Media Equipment	May include explosive devices, generators with internal combustion engines, batteries, lithium batteries, fuel, heat producing items, etc.		 Samples for Testing	May contain infectious substances, flammable liquids/solids, oxidizers, toxic or corrosive substances, etc.	
 Frozen Embryos	May contain refrigerated liquefied gas or Carbon dioxide, solid (dry ice).		 Semen	May be packed with Carbon dioxide, solid (dry ice) or refrigerated liquefied gas. See also "Dry Shipper".	



REMEMBER!
 • If you are unsure about the contents, ASK.
 • Do not accept if you cannot verify it the contents.



CHECK
Examine the package, ask questions, verify the contents.



ASK
Ask the customer or obtain proper declaration.



PREVENT
Prevent undeclared dangerous goods from entering air transport.



PROTECT
Protect people, mail, aircraft and the air transport network.



CAAT
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 The Civil Aviation Authority of Thailand



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Appendix G: FAQ on Admissible Lithium Battery in International Postal Service

1) What is the difference between a lithium cell and a lithium battery?

A **lithium cell** is a single encased electrochemical unit consisting of one positive and one negative electrode that exhibits a voltage differential across the two terminals.

A **lithium battery** is two or more cells electrically connected. **A single cell battery is considered a cell** and not a battery for the purposes of the limitations set out in the DGR.

Note:

1. Units that are commonly referred to as “battery packs” having the primary function of providing a source of power to another piece of equipment are for the purposes of these Regulations treated as batteries.
2. A multiple n-cell lithium ion battery is ONE battery and not n cells.

2) How do I determine the watt-hour rating for a particular lithium ion battery?

The watt-hour (Wh) rating is a measure by which lithium ion batteries are regulated. Section II Lithium ion batteries manufactured after 1 January 2009 are required to be marked with the watt-hour rating. Section I Lithium ion batteries manufactured after 31 December 2011 are required to be marked with the watt-hour rating.

You can also arrive at the number of watt-hours your battery provides if you know the battery’s nominal voltage (V) and capacity in ampere-hours (Ah):

$$\text{Ah} \times \text{V} = \text{Wh}$$

This information is often marked on the battery.

Note that if only the milli-ampere-hours (mAh) are marked on the battery then divide that number by 1000 to get ampere-hours (Ah) (i.e. 4400 mAh / 1000 = 4.4. Ah).

Most lithium ion batteries marketed to consumers are below 100 watt-hours. If you are unsure of the watt- hour rating of your lithium ion battery, contact the manufacturer.

$$V \times Ah = Wh$$

$$7800\text{mAh} / 1000 = 7.8\text{Ah}$$

$$11.1\text{V} \times 7.8\text{Ah} = 86.58 \text{ Wh}$$



$$V \times A_h = W_h$$

$$5200\text{mAh} / 1000 = 5.2\text{Ah}$$

$$14.8\text{V} \times 5.2\text{Ah} = 76.96 \text{ Wh}$$



3) What are the conditions for transporting lithium battery by Post?

- Batteries must be **contained in (installed in)** equipment
- **Not more than 4** lithium cells or 2 lithium batteries per package
- For lithium ion cell, watt-hour rating **not more than 20 Wh**; for lithium ion battery, watt-hour rating **not more than 100 Wh**
- For lithium metal cell, lithium metal content **not more than 1g**; for lithium metal battery, lithium metal content **not more than 2g**
- **Prevent short circuited or accidental activation**
- No damage or defect

4) Can power banks be sent by Post?

No, it is because power banks are considered as battery and they are not contained in equipment. Battery phone cases are also considered power banks.



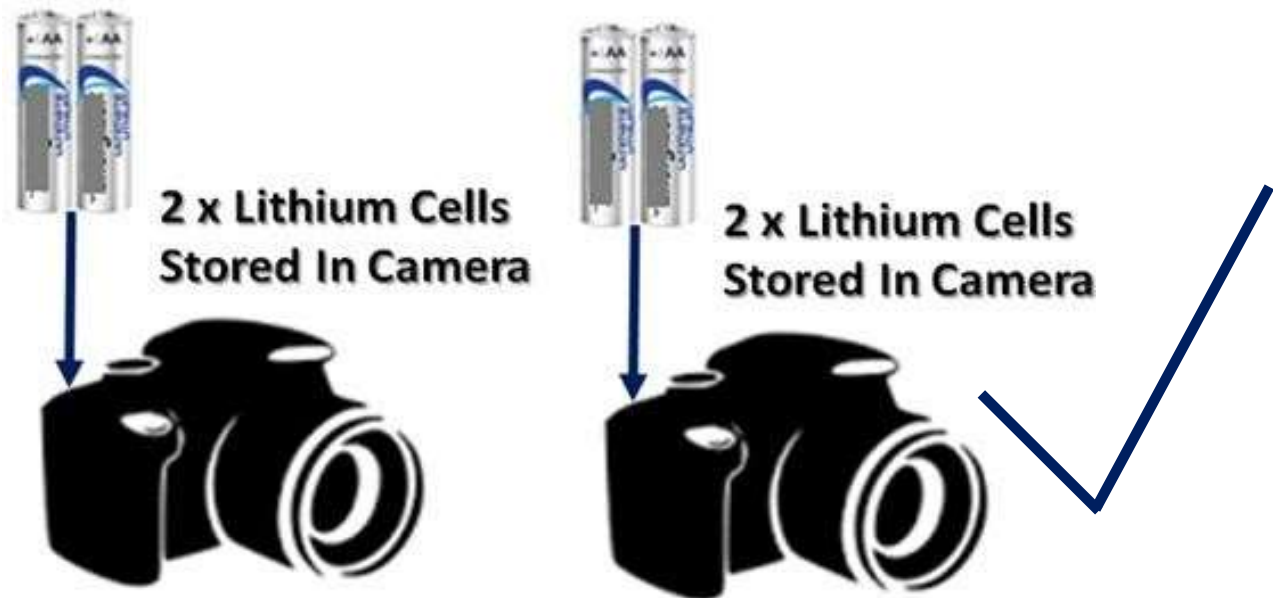
- 5) Can spare lithium batteries or standalone lithium batteries be sent by Post?

No, it is because they are not contained in equipment.



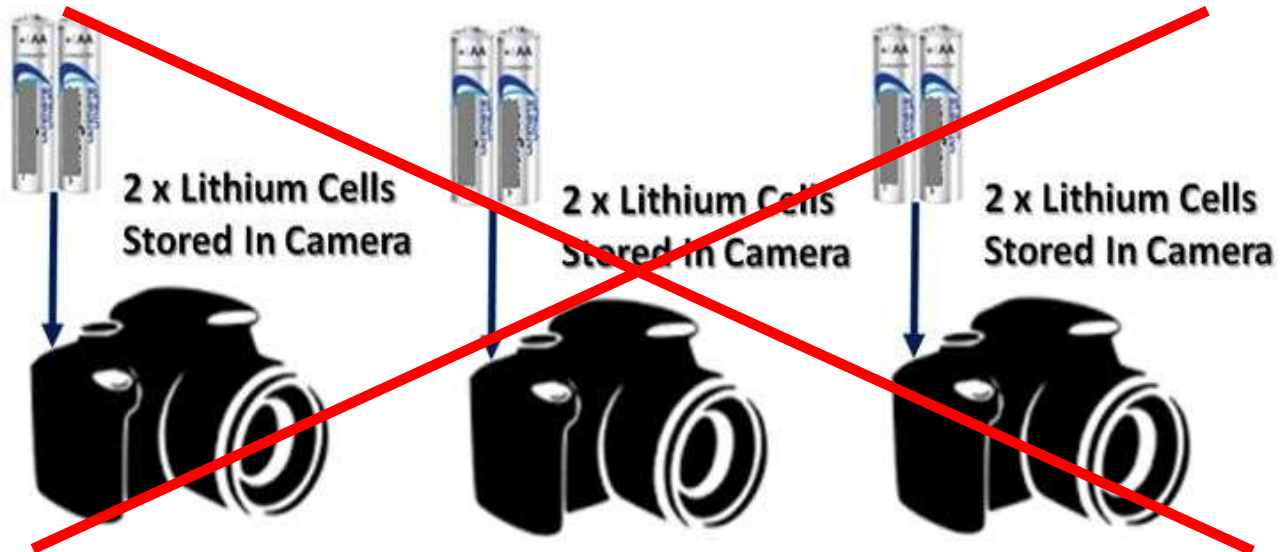
- 6) Can two digital cameras, each contained two lithium cells in the camera, packed in one package to be sent by Post?

Yes, it is because they do not exceed maximum of 4 lithium cells contained in equipment in a single package



- 7) Can three digital cameras, each contained two lithium cells in the camera, packed in one package to be sent by Post?

No, it is because they have exceeded the maximum of 4 lithium cells contained in equipment in a single package.



- 8) Can one digital camera contained two lithium cells in the camera packed together with two spare lithium cells in one package to be sent by Post?

No, it is because the spare lithium cells are not contained in equipment.



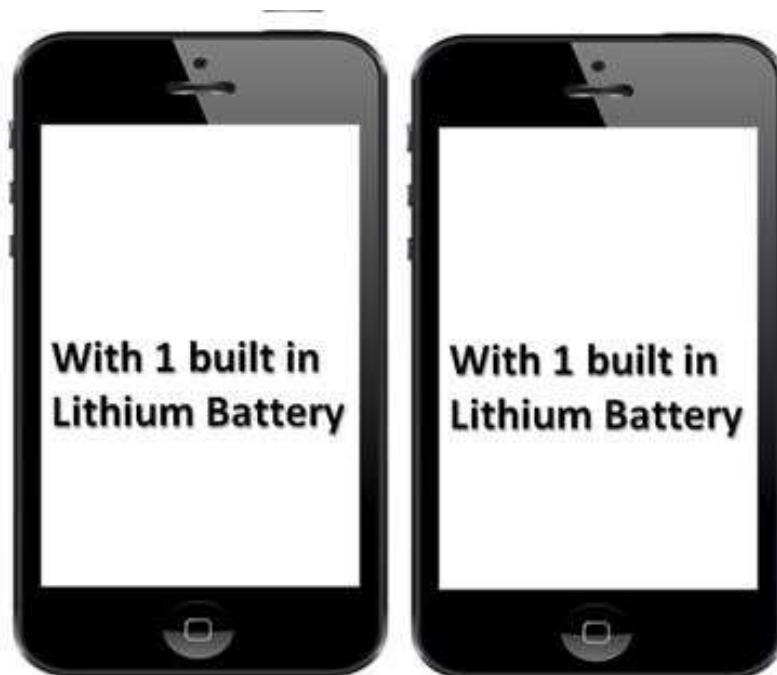
- 9) Can one digital camera with two lithium cells in the camera plus one hand phone with one built in lithium battery in the hand phone packed together in one package to be sent by Post?

No, you cannot mix lithium cells and lithium batteries in one packaging. You can either send maximum 4 lithium cells contained in equipment in a package or maximum 2 lithium batteries contained in equipment in a package.



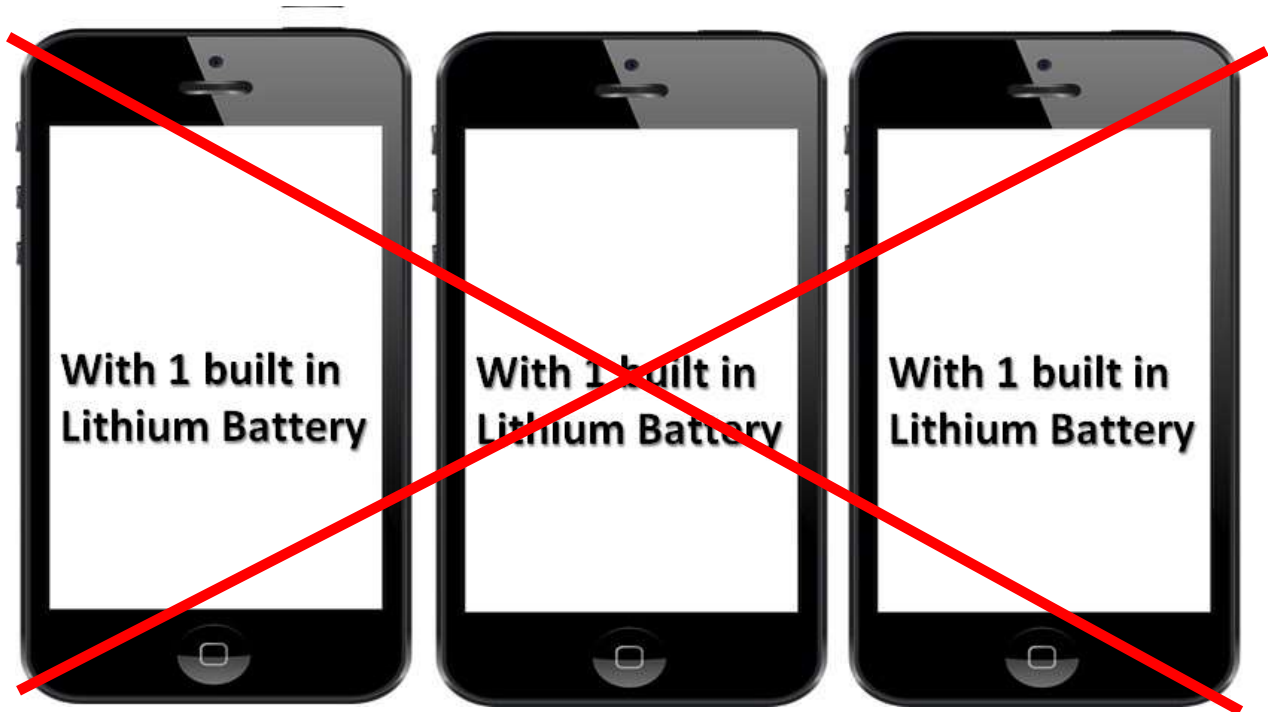
10) Can two hand phones, each built in with one lithium battery in the hand phone packed in one package to be sent by Post?

Yes, it is because it does not exceed maximum 2 batteries contained in equipment in a single package.



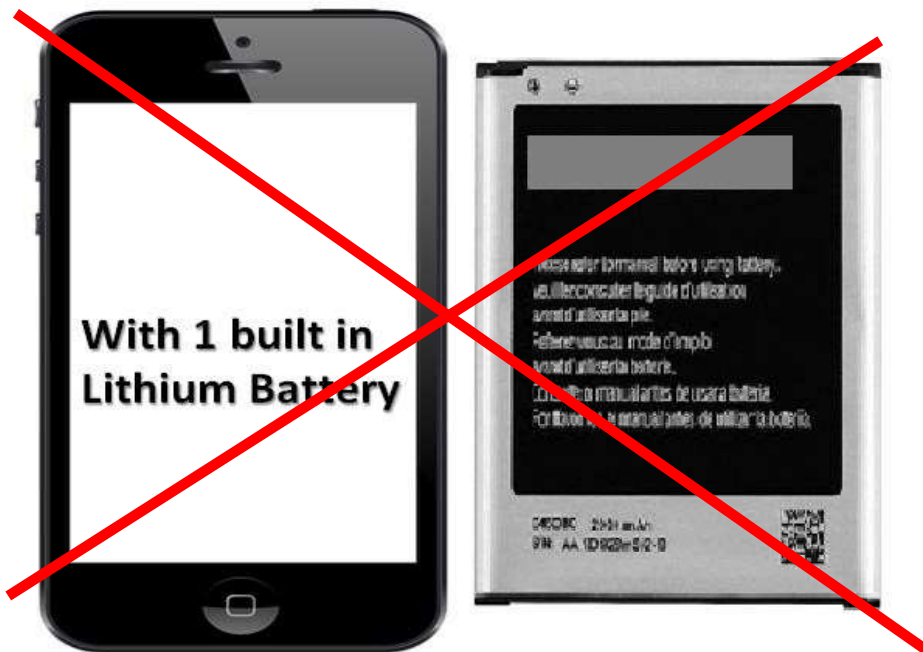
11) Can three hand phones, each built in with one lithium battery in the hand phone packed in one package to be sent by Post?

No, it is because they have exceeded maximum 2 batteries contained in equipment in a single package.



- 12) Can one hand phone built in with one lithium battery in the hand phone packed together with a spare lithium battery in one package to be sent by Post?

No, it is because the spare lithium battery is not contained in equipment.



- 13) Can hoverboard and battery-powered electric vehicles be accepted and sent by Post?

No, it is because the watt-hour rating of the lithium battery is likely to be more than 100 Wh.



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