



Lithium Batteries as Cargo in 2016 Update II

Additional Changes Proposed for Lithium Ion Batteries

On 27 January the ICAO Air Navigation Commission (ANC) recommended that lithium ion batteries, UN 3480, Packing Instruction 965 only, be forbidden for carriage as cargo on passenger aircraft. The recommended prohibition does not apply to lithium ion batteries packed with equipment or lithium ion batteries contained in equipment, UN 3481, Packing Instruction 966 and Packing Instruction 967 respectively.

The ANC recommendation will now be considered by the ICAO Council in late February. It is expected the Council will endorse the ANC's recommendation to prohibit the carriage of UN 3480 on passenger aircraft. The date of implementation of the prohibition has not been confirmed, however it is expected to be the 1st of April 2016, as applicable to the introduction of the limit of 30% state of charge for lithium ion batteries, UN 3480, PI 965 and other provisions detailed below.

A further addendum to the DGR will be issued once the ICAO Council has confirmed the prohibition and the exact changes to the DGR are known.

Changes to the Provisions for Lithium Batteries Effective 1 April 2016

1. UN 3480, PI 965, Section IA and IB. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not exceeding 30% of their rated design capacity. Cells and/or batteries at a SoC of greater than 30% may only be shipped with the approval of the State of Origin and the State of the Operator under the written conditions established by those authorities.

Notes:

(a) UN 3480, PI 965, Section IA and IB will be restricted to carriage on cargo aircraft. All packages must bear the Cargo Aircraft Only label in addition to the other marks and labels required by the Regulations.

(b) Guidance and methodology for determining the rated capacity can be found in the UN Manual of Tests and Criteria, 5th Revised Edition, Amend. 1 and Amend. 2, Section 38.3.2.3.

2. UN 3480, PI 965, Section II. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not exceeding 30% of their rated design capacity.

A shipper is not permitted to offer for transport more than one (1) package prepared according to Section II in any single consignment.

Not more than one (1) package prepared in accordance with Section II of PI 965 may be placed into an overpack. When the package is placed in an overpack, the lithium battery handling label required by this packing instruction must either be clearly visible or the label must be affixed on the outside of the overpack and the overpack must be marked with the word "Overpack".

Note:

All packages prepared in accordance with Section II of PI 965 will be restricted to carriage on cargo aircraft. All packages must bear the Cargo Aircraft Only label in addition to the other marks and labels required by the Regulations.

3. UN 3090, PI 968, Section II. A shipper is not permitted to present for transport more than one (1) package prepared according to Section II in any single consignment.

Not more than one (1) package prepared in accordance with Section II of PI 968 may be placed into an overpack. When the package is placed in an overpack, the lithium battery handling label required by this packing instruction must either be clearly visible or the label must be affixed on the outside of the overpack and the overpack must be marked with the word "Overpack".

4. Packages prepared according to Section II of PI 965 and PI 968 must be offered to the operator separately from other cargo and must not be loaded into a unit load device (ULD) before being offered to the operator.

The changes that have been confirmed as effective 1 April have been detailed in an addendum to the 57th edition of the IATA Dangerous Goods Regulations and to the 3rd edition of the IATA Lithium Battery Shipping Guidelines. These addenda are available from the IATA website at: <http://www.iata.org/whatwedo/cargo/dgr/Pages/download.aspx>

You can contact the IATA Dangerous Goods Support team if you have questions or concerns that may not have been addressed in this document at: dangood@iata.org.

www.iata.org/lithiumbatteries