



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/19)**

**Montréal, 1 to 5 April 2019**

**Agenda Item 1: Harmonizing ICAO dangerous goods provisions with UN Recommendations on the Transport of Dangerous Goods**

**1.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2021-2022 Edition**

**Agenda Item 3: Managing safety risks posed by the carriage of lithium batteries by air**

**3.6: Develop provisions aimed at improving compliance throughout the transport supply chain, including simplification of provisions, guidance on State oversight and outreach, and responsibilities of entities outside the aviation stream (Job card DGP.003.02)**

**LITHIUM BATTERY MARK –TELEPHONE NUMBER FOR FURTHER INFORMATION**

(Presented by E. Gillett)

**SUMMARY**

The lithium battery mark must include ‘a telephone number for additional information’, however, it is not clear what entity the telephone number should be for, when it might be used and what additional information might be required.

**Action by the DGP-WG:** The DGP-WG is invited to discuss and agree the purpose of this requirement to enable the Secretariat to seek clarification of the source requirement within the UN Model Regulations as shown in the appendix to this working paper.

**1. INTRODUCTION**

1.1 DGP-WG/18-WP/8 discussed the requirement for a “telephone number for additional information” on the lithium battery mark (Figure 5-3) and suggested that the requirement was vague because it did not specify the entity for which the number was needed, the circumstances under which additional information would be required, or what additional information might be required.

1.2 Part 5;2.4.16 of the ICAO Technical Instructions details the special marking requirements that apply to packages containing lithium cells or batteries prepared in accordance with Section II of Packing Instructions 965 to 970 and Section IB of Packing Instructions 965 and 968. These requirements reflect the Model Regulations on the Transport of Dangerous Goods. The chairman of the UN Sub-Committee reminded DGP-WG/18 that the marking requirement was a product of an earlier version of Special Provision 188 of the UN Model Regulations, the special provision which provided relief from lithium battery requirements. The original UN provisions did not require a mark, but did require a phone number for additional information, but not necessarily manned 24 four hours a day. UN eventually adopted the mark based on the handling label that had been required by the air mode. Accordingly, it seems likely that the views of ICAO would have a significant influence on the adoption of any proposal to amend the lithium battery mark submitted to the UN Sub-Committee. Hence, this paper invites the Panel to discuss and agree the need for and purpose of this requirement to enable the Secretariat to seek clarification of the source requirement within the Model Regulations.

1.3 The report of DGP-WG/18 records that most speakers considered the telephone number to be one that could be used to contact the shipper for further information regarding the lithium battery consignment during regular working hours. How to handle a damaged shipment was suggested as the type of information the shipper could provide.

## **2. ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to discuss and agree the amendment, as shown in the appendix to this working paper, to the UN Model Regulations and task the Secretariat with proposing this amendment at the next meeting of the United Nations Economic and Social Council's Sub Committee of Experts on the Transport of Dangerous Goods.

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## APPENDIX

### PROPOSED AMENDMENT TO PART 5 OF THE TECHNICAL INSTRUCTIONS

#### Part 5

#### SHIPPER'S RESPONSIBILITIES

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#### Chapter 2

#### MARKING

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#### 2.5 LANGUAGES TO BE USED

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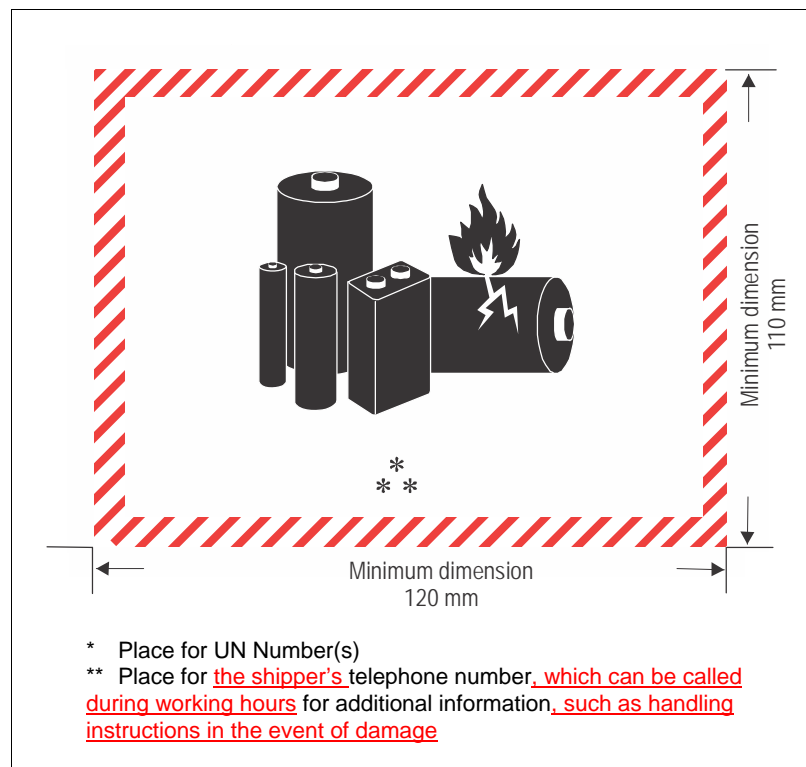


Figure 5-3. Lithium battery mark

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