



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/25)**

Delhi, India, 21 to 25 April 2025

Agenda Item 4: Managing safety risks posed by the carriage of energy storage devices by air (Ref: Job Card DGP.003.05)

REPORT OF THE ICAO DGP TASK FORCE ON MOBILITY AIDS

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SUMMARY

This working paper provides an overview of the work conducted by the newly-established DGP Task Force on Mobility Aids (DGP-TF/MA). The task force was formed following a decision at DGP-WG/24 to establish an ad hoc group to examine safety risks related to battery-powered mobility aids and to consider the need for additional mitigating measures.

Action by the DGP-WG is in paragraph 33.

1. INTRODUCTION

1.1 At the 2024 meeting of the Dangerous Goods Panel Working Group (Montréal, 21 to 25 October 2024) (DGP-WG/24), the panel discussed safety challenges related to lithium-ion battery-powered mobility aids. It was noted that the Technical Instructions impose a 300 Watt-hour limit for batteries removed from the mobility aid, but no limit for those that remain installed and protected in the mobility aid. Industry further highlighted the increasing presence of high-capacity batteries exceeding 300 Watt-hour, and the variety of “mobility aids” offered for transport. Operators also expressed concerns with potentially different levels of safety imposed on lithium ion batteries transported as cargo and those carried by passengers. See paragraph 4.4.2 of the DGP-WG/24 Report for a summary of discussion.

1.2 Based on the above, DGP-WG/24 agreed that the safety risk associated with the transport of lithium-ion battery-powered mobility aids carried by passengers might not be sufficiently mitigated. It concluded that an ad hoc working group, supported by relevant experts, would consider ways of improving the existing regulatory framework and develop guidance material to assist operators. A DGP Task Force on Mobility Aids (DGP-TF/MA) was established in the aftermath of DGP-WG/24.

2. RECENT WORK OF THE DGP-TF/MA

2.1 DGP-TF/MA drafted terms of reference to structure its mission, tasks and specific working arrangements (see appendix A to this working paper). The mission describes the high-level purpose and goal of the task force and focuses on the why. The tasks break down the mission into action items and deliverables, detailing how the objectives will be achieved. The specific working arrangements establish the structure and methods of work, including regular reporting and collaboration with relevant stakeholders. The task force will conduct its work primarily virtually and will be dissolved upon completion of the objectives.

2.2 The task force developed a plan of action to further define its scope of work, action items, deliverables, reporting mechanisms and timeliness (see Appendix B to this working paper). This plan serves as the task force's guiding framework. It identifies the key safety concerns with the transport of battery-powered mobility aids, including the increasing energy capacity of next-generation batteries, and concerns regarding the applicable provisions in the Technical Instructions. To address these issues, the task force proposes to conduct a safety risk assessment with support from the ICAO-WG/ESD. These outcomes will determine whether amendments to the Technical Instructions are necessary. While the plan of action focuses on all battery-powered mobility aids, the task force anticipates that lithium-ion battery-powered mobility aids could become the first and foremost priority after conducting the safety risk assessment. Potential amendments to the Technical Instructions will be supported by guidance material, including guidelines for handling next-generation battery-powered mobility aids. The task force aims to submit the proposed amendments and guidance material for submission to the thirtieth meeting of the DGP (DGP/30, 6 to 10 October 2025).

3. ACTION BY THE DGP-WG

3.1 The DGP-WG is invited to:

- a) agree to the DGP-TF/MA Terms of Reference presented in Appendix A to this working paper; and
- b) endorse the DGP-TF/MA Plan of Action.

APPENDIX A

TERMS OF REFERENCE

DGP TASK FORCE ON MOBILITY AIDS (DGP-TF/MA)	
TERMS OF REFERENCE	
Mission	Assess the safety risks associated with the air transport of passenger battery-powered mobility aids under the existing provisions. Based on this assessment, the task force will determine whether any amendments to the Technical Instructions and guidance are required.
Tasks	Review the existing provisions and guidance on the carriage of passenger battery-powered mobility aids, assess the associated safety risks, develop recommendation for potential amendments to the Technical Instructions and report its findings and proposals to the panel.
Specific working arrangements	<p>A panel member or its adviser will be appointed as the rapporteur of the task force. The rapporteur will remain impartial and avoid conflicts of interest. The function of the rapporteur is primarily to ensure that the work is completed in a timely and efficient manner. The rapporteur will periodically report the task force's progress to the DGP along with any recommendations, which may include proposed draft amendments to the Technical Instructions.</p> <p>The task force will comprise of panel members, advisors, state observers. It will seek specialized expertise when necessary. The rapporteur will ensure a balanced representation of required expertise.</p> <p>The task force will conduct its work informally. It will coordinate with other DGP working groups, relevant ICAO panels and stakeholders as appropriate.</p> <p>The task force may meet for detailed discussions as required, with ongoing correspondence and work via e-mail and electronic/on-line meetings. The task force shall be assisted by the Secretariat as required.</p> <p>The task force will be dissolved after its task is completed. After recommendations are submitted to the DGP, the necessity of its existence shall be reviewed.</p>

APPENDIX B

PLAN OF ACTION

ICAO DGP TASK FORCE ON MOBILITY AIDS

1. Problem Statement: The aviation industry faces growing safety concerns associated with the air transport of battery-powered mobility aids used by passengers with reduced mobility (PRMs). Key challenges include:

- Advancements in battery technology, leading to next-generation batteries with higher capacity, increased energy density and associated safety risks.
- Fires in aircraft cargo compartments that have been associated with battery-powered mobility aids and their energy sources, including lithium batteries.
- Fires involving lithium batteries in the cargo compartment that may overwhelm the capability of the fire protection features and represent a safety concern.
- A potentially different approach to safety risk mitigation between lithium batteries shipped as cargo and those carried under the passenger provisions in Part 8 of the Technical Instructions.
- Concerns regarding the provisions in the Technical Instructions that state that lithium-ion batteries remaining installed in mobility aids during air transport have no restriction on their watt-hour rating (unlimited).
- A large variety of items are offered by passengers as a mobility aids, which contributes to the number of mobility aids transported by operators and increases the risk exposure.
- Balancing the safe transport of dangerous goods with the right of PRMs to travel by air.

2. Objective: The task force is established to:

- Assess the fire risk associated with the transport of battery-powered mobility aids.
- Analyze the passenger provisions in the Technical Instructions, to determine whether they sufficiently address the risks associated with transporting battery-powered mobility aids by air.
- Develop high-level guidance for the aviation industry on mitigating risks related to the handling and transport of passengers' battery-powered mobility aids.

3. Action items and deliverables:

- Conduct a specific safety risk assessment concerning battery-powered mobility aids with the support of the DGP Working Group on Electronic Storage Devices.
- Assess the risk of the transport of all battery-powered mobility aids.
- Develop an informal policy options paper outlining different approaches to addressing the problem statement.
- Draft potential amendments to the Technical Instructions.
- Draft guidance material for the aviation industry, including guidelines for handling next-generation battery-powered mobility aids.

- Submit a working paper to the Dangerous Goods Panel (DGP) presenting the risk assessment, proposed amendments to the Technical Instructions, and related guidance material.
- 4. Functioning of the task force:** The rapporteur for the task force will seek a collaborative and facilitative approach. Participation of other required expertise in the task force is allowed. Document-sharing platforms may be used for drafting and developing materials. Meetings will be conducted primarily by video conference and guidance will be sought from a broader group to evaluate written materials. Participants will be expected to have knowledge of the agenda topics and actively contribute to the discussions. The task force will also coordinate with the Safe Carriage of Goods Specific Working Group of the Flight Operations Panel (FLTOSP-SCGSWG).
- 5. Report mechanisms to the DGP:** The task force will maintain regular communication with the DGP through:
- Progress reports at DGP working group meetings;
 - Submission of draft amendments to the Technical Instructions and related guidance material for discussion and feedback.
 - Submission of recommendations at DGP/30.

6. Timeliness

Indicative milestones	Target completion
Risk assessment	Q2/Q3 2025
Coordination with other panels and stakeholders	Q3 2025
Draft amendments to the Technical Instructions	Q3 2025
Draft guidance material to support implementation of the amendments to the Technical Instructions	Q3 2025
Submission to DGP/30	Fall 2025