



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
MEETING OF THE WORKING GROUP OF THE WHOLE**

Auckland, New Zealand, 4 to 8 May 2009

Agenda Item 5: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel

5.3: Review of provisions for dangerous goods relating to batteries

- a) lithium batteries**
- b) battery-powered devices**
- c) battery-powered mobility aids**

Extract from the report of the 2nd meeting of the UN working group on Lithium batteries

g) Miscellaneous and future work

31. The attention of the Working Group was drawn to the large number of Working Papers concerning the transport of lithium/lithium ion batteries on the Agenda of the ICAO Dangerous Goods Panel Working Group of the Whole to be held in New Zealand at the beginning of May. The Working Group looked briefly at papers DGP-WG/09/42, 09/51 and IP/2.

32. The Working Group agreed with the interpretation by the expert nominated by the United Kingdom (09/51) that paragraph 38.3.2.1 of the Manual of Tests and Criteria requires that, although individual cells may already have been tested in accordance with the Manual, when used to form a battery that battery must itself be subject to the full UN test requirements. Views were evenly divided, however, on whether the proposed inclusion of an explanatory note was needed or not. Further, it was felt by some that the proposed text needed some improvement anyway. It was suggested that this matter should be remitted to the UN Sub-Committee of Experts for consideration.

33. The Working Group noted the proposals by PRBA in paper 09/42 to amend Special Provision A88 (which is related to UN Special Provision 310) in respect of prototype or low production large batteries. It was pointed out that, whilst addressing air mode specific issues, care should be taken not to introduce provisions which would not be compatible with the UN Model Regulations or other modal regulations such that inter-modal transport would become problematic.

34. In paper IP/2 the expert nominated by Germany had proposed that a number of issues that he had elucidated in respect of large rechargeable lithium batteries needed to be addressed. The Working Group recognised these issues and felt that this was exactly the remit that it was already working to on a multi-modal basis. Two issues, outside of the Working Group's remit, had been raised by the expert nominated by Germany – the use of a visible quality seal and a ten year reliable operational requirement. It was felt that this should be raised as a multi-modal issue with the UN Sub-Committee.

35. It was hoped that the Working Group report in respect of these issues could be drawn to the attention of the ICAO meeting. Mr Rogers (IFALPA) undertook to do this.

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