



WORKING PAPER

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

Atlantic City, United States, 4 to 8 April 2011

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2013-2014 Edition

2.8: Part 8 — Provisions Concerning Passengers and Crew

CARRIAGE OF LITHIUM BATTERY-POWERED MOBILITY AIDS

(Presented by D. Brennan)

SUMMARY

This paper provides clarification that lithium battery-powered mobility aids permitted by Part 8;1.1.2 g) may only be carried as checked baggage.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Provisions permitting the carriage by passengers of mobility aids powered by lithium batteries were adopted into Part 8;1.1.2 g) by Addendum 4 to the 2009-2010 edition of the Technical Instructions. The provisions were adopted to reflect the emergence of lithium ion batteries as an alternative power source to the traditional wet cell batteries.

1.2 The language adopted into Part 8;1.1.2 g) though does not specify that the lithium ion battery powered mobility aids are only permitted as checked baggage as there is with the spillable and non-spillable battery powered mobility aids. It is therefore proposed that this condition be added to paragraph g).

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to revise Part 8;1.1.2 g) as follows:

- g) with the approval of the operator(s), **as checked baggage**, lithium-ion battery-powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a

disability, their health or age, or a temporary mobility problem (e.g. broken leg), subject to the following conditions:

- 1) the batteries must be of a type which meets the requirements of each test in the UN *Manual of Tests and Criteria*, Part III, section 38.3;
- 2) battery terminals must be protected from short circuits (e.g. by being enclosed within a battery container) and securely attached to the mobility aid;
- 3) the operator(s) must ensure that such mobility aids are carried in a manner so as to prevent unintentional activation and that they are protected from being damaged by the movement of baggage, mail, stores or other cargo; and
- 4) the pilot-in-command must be informed of the location of the mobility aid.

It is recommended that passengers make advance arrangements with each operator.

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