



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

SPARE BATTERIES IN PASSENGER BAGGAGE

(Presented by D. Brennan)

SUMMARY

This paper proposes some additional text in Part 8;1.1.2 s) to address the carriage of batteries other than lithium batteries.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Part 8;1.1.2 s) sets out the requirements for passengers and crew to be able to carry lithium battery-powered devices and spare lithium batteries in their baggage. Part of the requirements being that all spare lithium batteries must be in carry-on baggage.

1.2 Part 8;1.1.2 makes no reference though to other types of batteries which are also carried by passengers and crew and which have been involved in incidents in checked baggage. This lack of reference to other battery types, which by the lack of reference or restriction means that spare batteries may be in checked baggage, is confusing for passengers and also questions why some batteries are permitted in checked baggage, but others are not.

1.3 It could be argued that other battery chemistries are not regulated for transport as dangerous goods as indicated by the lack of a UN number and proper shipping name in Table 3-1. There is, however a light type entry in Table 3-1 for “Batteries, electric storage” and a reference to special provision A123. Special provision A123 describes the types of batteries covered by the description, batteries, electric storage and then requires that these batteries when being shipped must have the battery terminals protected from short circuit.

1.4 It is therefore proposed that Part 8;1.1.2 s) be modified to delete specific reference to lithium batteries in the first paragraph and instead make the condition that all spare batteries must be in carry-on baggage only, and to then address the specific mass and power limits for the lithium batteries.

2. ACTION BY THE DGP-WG

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

s) portable electronic devices (watches, calculating machines, cameras, cellular phones, laptop computers, camcorders, etc.) containing ~~lithium or lithium-ion cells or batteries~~ when carried by passengers or crew for personal use, which should be carried as carry-on baggage. Spare batteries must be individually protected so as to prevent short circuits (by placement in original retail packaging or by otherwise insulating terminals, e.g. by taping over exposed terminals or placing each battery in a separate plastic bag or protective pouch) and carried in carry-on baggage only. In addition, for lithium batteries, each installed or spare battery must not exceed the following:

- for lithium metal batteries, a lithium content of not more than 2 grams; or
- for lithium ion batteries, a watt-hour rating of not more than 100 Wh.

With the approval of the operator, lithium ion batteries exceeding a watt-hour rating of 100 Wh but not exceeding 160 Wh may be carried as spare batteries in carry-on baggage or in equipment in either checked or carry-on baggage. No more than two individually protected spare batteries per person may be carried.

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