



**WORKING PAPER**

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

**Montréal, 15 to 19 April 2013**

**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 2015-2016 Edition**

**SPECIAL PROVISION A123**

(Presented by T. Muller)

**SUMMARY**

This working paper is seeking clarification about the interpretation and intent of Special Provision A123. Depending on the outcome of the discussions the wording of Special Provision A123 may require some amendments.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 Special Provision A123 appears next to “Batteries electric storage”. A123 explains and provides the conditions for how to transport “batteries not otherwise listed” as not restricted.

1.2 Any electrical battery or battery-powered device, equipment or vehicle having the potential of a dangerous evolution of heat must be prepared for transport so as to prevent:

- a) short circuit, and
- b) unintentional activation.

1.3 The wording of this special provision has led to different interpretations. Some are of the opinion that batteries which are not elsewhere regulated in the Instructions may be intentionally activated if there is no potential of a dangerous evolution of heat. Others believe that batteries must never be intentionally activated as any charged battery may have the potential of a dangerous evolution of heat, with the exception of some items which are specifically mentioned in the Instructions (e.g. temperature loggers, watches, etc).

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to discuss the following questions and to provide an answer wherever possible:

- Can batteries which are not otherwise listed be transported when intentionally activated?
- If the answer is yes which conditions and criteria do we have to apply?
- If items can be intentionally activated how do we make sure they cannot interfere with aircraft systems? Don't we need a general statement referring to the airworthiness requirements?
- Which criteria do we need to apply in order to determine "dangerous evolution of heat"?

2.2 Depending on the outcome of the discussion a new working paper with revised wording of Special Provision A123 may need to be prepared for the next DGP.

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