



DANGEROUS GOODS PANEL (DGP) WORKING GROUP ON LITHIUM BATTERIES

SECOND MEETING

Montréal, 7 to 11 April 2014

Agenda Item 1: Mitigating risks associated with the carriage of lithium metal batteries

RESULTS OF THE BREAK-OUT SESSION ON SUPPLEMENT GUIDANCE CONDITIONS/INFORMATION

(Presented by the Rapporteur of this Break-Out Session)

1. INTRODUCTION

1.1 Participants in the break-out session included representatives from Canada, Germany, UK, Netherlands, South Africa, Brazil, Switzerland, Austria, the battery industry, US, the aircraft manufacturers, GEA, IFALPA, Russian Federation, France, and possibly several others.

1.2 There was some concern over the word “ban” that was used in the working paper. This had a specific meaning in several States that was very serious. It was clarified that the word “ban” was representing the placement of the word “Forbidden” in columns 10-11 in Table 3-1 for lithium metal batteries, and it did not mean anything other than that change.

1.3 There was discussion on some conditions that should be present before the Exception/Approval should be issued. There should not be a means to transport the batteries to the specified location by cargo aircraft and that this should not be for an everyday transport situation.

1.4 There was discussion to confirm that the performance packaging standard was the important component of this process. The limiting of the quantity of the lithium metal batteries was vitally important due to the fact the package would be protecting from an internal battery fire from small lithium metal batteries not from protection from an external fire.

1.5 It was stated that it would be important to explain some of the reasoning and rational of why the limits are being placed into the guidance so a State can have an understanding of their importance. The main reasoning for such limits that would need to be conveyed is the concern that State does not issue a document that exceeds the aircraft systems (fire protection, fire suppression, etc.) as they were designed.

1.6 There was discussion on the difficulty in obtaining an Exemption with the many overflight States usually involved in air transport. There was concern that States would not be notified of the shipments if an Approval was used to transport. It was mentioned that a State could submit a variation to ICAO to require all Approvals that will be going to/through their State must get approval by that State prior to the transport. Overall, this solution was understood by the group, but some States would have difficulty in getting such a variation approved for submission to ICAO.

1.7 There was some discussion on the fact that the ICAO Secretariat could mandate that Approvals for lithium metal batteries to transport on passenger aircraft be sent to them so they could be reviewed for consistency with the guidance information in the Supplement. Additionally this would give the ICAO Secretary and the DGP an understanding of how many Approvals are being issued.

1.8 A list of areas that it was felt that guidance would need to be provided are:

- the number of packages (or possibly net weight of the cells/batteries) on the aircraft
- the specific conditions for being able to issue the document (no cargo aircraft, no other means, etc.)
- a performance packaging standard
- limits on the number of cells/batteries per package
- information on the threat to the aircraft systems from lithium metal batteries
- the requirement for States to forward to ICAO a copy of all Exemptions/Approvals issued on lithium metal batteries for passenger aircraft.

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