



## Lithium Battery Regulatory Change

Dear Recipient,

The ICAO Dangerous Goods Panel (DGP) met in Montreal, CANADA to discuss the changes to the ICAO Technical Instructions in October 2011. A second meeting was scheduled, in part, because the DGP, during its meeting in October 2011, felt that the subject of lithium batteries could not be addressed in a piecemeal fashion and believed the best way to achieve consensus was to hold a working group to consider all aspects of lithium batteries. Specifically the papers were presented to consider how to address how details of “bulk” shipments of lithium batteries prepared under Section II of Packing Instructions 965 and 968 could appear on the written information to the pilot-in-command.

This is a hugely important topic and the changes are substantial, for that reason we have prepared this special communication.

A summary of some of the major changes is found below:

**New Section II** lithium ion (PI 965 II) and lithium metal (PI 968 II) cell and batteries quantity limits per package.

### PI 965 – Section II Package Limits Table

#### COMBINATION PACKAGING

| Contents  | Lithium ion cells and/or batteries with a Watt-hour rating not more than 2.7 Wh | Lithium ion cells with a Watt-hour rating more than 2.7 Wh, but not more than 20 Wh | Lithium ion batteries with a Watt-hour rating more than 2.7 Wh, but not more than 100 Wh |
|---|---|---|--|
| Maximum number of cells / batteries per package | No limit  | 8 cells   | 2 batteries  |
| Maximum net quantity (mass) per package         | 2.5 kg  | n/a   | n/a  |

### PI 968 – Section II Package Limits Table

#### COMBINATION PACKAGING

| Contents  | Lithium metal cells and/or batteries with a lithium content not more than 0.3 g | Lithium metal cells with a lithium content more than 0.3 g but not more than 1 g | Lithium metal batteries with a lithium content more than 0.3 g but not more than 2 g |
|---|---|--|--|
| Maximum number of cells / batteries per package | No limit  | 8 cells  | 2 batteries  |
| Maximum net quantity (mass) per package         | 2.5 kg  | n/a  | n/a  |

**Note:** A package may contain either cells/batteries of not more than 2.7 Wh or 0.3 g or lithium ion cells not exceeding 20 Wh / lithium metal cells not exceeding 1 g, or lithium ion batteries not exceeding 100 Wh / lithium metal batteries not exceeding 2 g.

**New Section “IB”** for lithium ion (PI 965 IB) and metal (PI 968 IB) batteries that exceed the limits referred to above to be shipped as Class 9 but without the need to be packed in UN specification packagings.

- Dangerous goods training for personnel involved in the transport of these Section IB batteries.
- Consignment does not require a Shipper's Declaration provided that alternative written documentation or electronic information describing the contents.
- Package requires a Class 9 hazard label AND the lithium battery handling label to distinguish it from other lithium battery packages.
- A dangerous goods acceptance check required
- A summary NOTOC, similar to that permitted for Dry Ice

Alignment of the net quantity limits for lithium batteries packed with and contained in equipment.

The full report can be found on [ICAO's website](#)

These changes will be incorporated into the 54th edition of the IATA Dangerous Goods Regulations effective 1 January 2013.

At first glance readers of the new text may find the solution rather complex, the DGP has tried to balance the needs of the various stakeholders; shippers, operators, and regulators, without imposing undue requirements on any single party. The lithium battery supply chain will need to be on the same page for these changes to work effectively and that will mean a lot of outreach and oversight by the parties involved.

During the DGP meeting it was also identified that these changes of themselves will not necessarily reduce incidents involving lithium batteries. To really have an impact on the safety in transport of lithium batteries there should be more outreach by regulatory authorities and industry to manufacturers and shippers of lithium batteries and lithium battery powered equipment to ensure that all parties are aware of the regulations applicable to the testing and transport of lithium batteries. Associated with outreach, regulatory authorities should also undertake more surveillance of shippers and, where necessary, appropriate enforcement action.

In the coming months IATA will update the Guidance Document on the Transport of Lithium Batteries and the Guidelines for Shipping Lithium Batteries by Air booklet.