

however no allowance for a passenger to carry a spare dry or NiMh battery for a mobility aid, which is causing issues for operators where passengers have such spare batteries.

1.4 As the numbers of persons with reduced mobility increases, the type of mobility aids being offered as part of passenger baggage is changing. Traditionally persons with reduced mobility were those who required a wheelchair with those battery-powered wheelchairs using large wet cell or non-spillable batteries. However, more and more passengers are travelling with lightweight powered scooters that use a variety of battery types, including nickel cadmium (NiCad), nickel-metal hydride (NiMH) and of course lithium ion batteries.

1.5 While there is an allowance for a passenger to carry a spare non-spillable battery or a lithium ion battery for a mobility aid, there is no such allowance for batteries that meet Special Provision A123, dry batteries, typically NiCad, or Special Provision A199, NiMh batteries.

1.6 To address this, it is proposed to revise item 4) of Table 8-1 to include the allowance for a passenger to carry a spare NiCad, or other dry battery, or a NiMh battery for a mobility aid.

1.7 It is also proposed that the allowance for these spare batteries be adopted into the current edition of the Technical Instructions as there is a need for passengers to be permitted to carry these spare batteries now. At DGP-WG/19 it was agreed that the provisions in item 4) of Table 8-1 be amended through a corrigendum to the 2019-2020 Edition of the Technical Instructions to include allowance for a spare non-spillable battery for a mobility aid to correct an oversight.

1.8 It is recognized that including an allowance for a spare NiCad and NiMh battery is a new issue, which would normally not be included until the next edition of the Technical Instructions effective 1 January 2021. However, in accordance with the UN Convention on the Rights of Persons with Disabilities and the Standards and Recommended Practices in Annex 9 – *Facilitation*, the panel is requested to consider this amendment as one that while not safety-related, it supports the objectives of the UN Convention and Annex 9 in facilitating the carriage of persons with reduced mobility.

2. ACTION BY THE DGP

2.1 The DGP is invited to consider the proposed amendments to Table 8-1 as shown in the appendix to this working paper. Note, the text shown in the appendix includes the changes proposed in working paper DGP-WG/19-WP/6 and which were agreed at DGP-WG/19.

APPENDIX

PROPOSED AMENDMENT TO PART 8 OF THE TECHNICAL INSTRUCTIONS

Part 8

**PROVISIONS CONCERNING
 PASSENGERS AND CREW**

Chapter 1

**PROVISIONS FOR DANGEROUS GOODS
 CARRIED BY PASSENGERS OR CREW**

...

Table 8-1. Provisions for dangerous goods carried by passengers or crew

<i>Dangerous Goods</i>	<i>Location</i>		<i>Approval of the operator(s) is required</i>	<i>Restrictions</i>
	<i>Checked baggage</i>	<i>Carry-on baggage</i>		
Batteries				
...				
4) Mobility aids (e.g. wheelchairs) powered by: — spillable batteries; — non-spillable wet batteries; — dry batteries; — nickel-metal hydride batteries; or — lithium ion batteries	Yes	(see d))	Yes	a) 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); b) the passenger should make advance arrangements with each operator and provide information on the type of battery installed and on the handling of the mobility aid (including instructions on how to isolate the battery); c) in the case of a dry battery or nickel-metal hydride battery: i) each battery must comply with Special Provision A123 or A199, respectively; <u>and</u> ii) <u>a maximum of one spare battery may be carried per passenger;</u> d) in the case of a non-spillable wet battery: i) each battery must comply with Special Provision A67; and ii) a maximum of one spare battery may be carried per passenger. e) in the case of a lithium ion battery:

<i>Dangerous Goods</i>	<i>Location</i>		<i>Approval of the operator(s) is required</i>	<i>Restrictions</i>
	<i>Checked baggage</i>	<i>Carry-on baggage</i>		
				<ul style="list-style-type: none"> i) each battery must be of a type which meets the requirements of each test in the UN Manual of Test and Criteria, Part III, subsection 38.3; ii) when the mobility aid does not provide adequate protection to the battery: <ul style="list-style-type: none"> — the battery must be removed in accordance with the manufacturer's instructions; — the battery must not exceed 300 Wh; — the battery terminals must be protected from short circuit (by insulating the terminals, e.g. by taping over exposed terminals); — the battery must be protected from damage (e.g. by placing each battery in a protective pouch); and — the battery must be carried in the cabin; iii) a maximum of one spare battery not exceeding 300 Wh or two spare batteries not exceeding 160 Wh each may be carried.
...				

...

— END —