



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SEVENTH MEETING

Montréal, 16 to 20 September 2019

Agenda Item 2: Managing air-specific safety risks and identifying anomalies

2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2021-2022 Edition

REVISION TO PROVISIONS FOR BATTERY-POWERED MOBILITY AIDS IN TABLE 8-1

(Presented by Aidong Song)

SUMMARY

This working paper proposes the addition of provisions for mobility aids (e.g. wheelchairs) powered by spillable batteries through Table 8-1, item 4).

Action by the DGP: The DGP is invited to consider the amendment proposed in the appendix to this working paper.

1. INTRODUCTION

1.1 It is clearly stipulated that dangerous goods cannot be carried by passengers or crew unless they are permitted in accordance with Table 8-1 in Part 8;1.1.1 of the Technical Instructions:

“1.1.1 Passengers or crew are forbidden to carry dangerous goods either as or in carry-on baggage, checked baggage or on their person unless the dangerous goods are:

- a) permitted in accordance with Table 8-1; and
- b) for personal use only.”

1.2 Some revisions have been made to Table 8-1 in the 2019-2020 Edition of the Technical Instructions to facilitate the application. Some provisions for battery-powered mobility aids (e.g. wheelchairs) were moved to Part 7;2.13.

1.3 It is very common for passengers to carry mobility aids (e.g. wheelchairs) powered by lithium ion batteries, non-spillable wet batteries or spillable batteries. However, the mobility aids powered by spillable batteries are not listed in Table 8-1, so there are no provisions for passengers when they

present this kind wheelchairs at check-in, though actually passengers should take some protective measures. What's more, the absence of spillable batteries from Table 8-1 may make people think that the spillable batteries cannot be transported.

1.4 Spillable battery-powered mobility aids have great risks in transportation. If the mobility aid cannot be always in an upright position, the battery must be removed and then the mobility aid may be carried as checked baggage without restriction. So, it is recommended that the transport of spillable battery-powered mobility aids should be approved by the operator, as in the 2017-2018 Edition the Technical Instructions.

1.5 Therefore it is proposed to add spillable batteries to the entry for battery-powered mobility aids (e.g. wheelchairs) (Table 8-1, item 4)) and to require the approval of the operator.

2. ACTION BY THE DGP

2.1 The DGP is invited to consider the revision to Table 8-1 as shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 8 OF THE TECHNICAL INSTRUCTIONS

Part 8

PROVISIONS CONCERNING
PASSENGERS AND CREW

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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) Battery-powered mobility aids (e.g. wheelchairs)	Yes	(see d))	Yes	<ul style="list-style-type: none"> 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 non-spillable wet battery: <ul style="list-style-type: none"> i) each battery must comply with Special Provision A67; and ii) a maximum of one spare battery may be carried per passenger; d) in the case of a lithium ion battery: <ul style="list-style-type: none"> i) each battery must be of a type which meets the requirements of each test in the <i>UN Manual of Tests and Criteria</i>, 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

<i>Dangerous Goods</i>	<i>Location</i>		Approval of the operator(s) is required	<i>Restrictions</i>
	Checked baggage	Carry-on baggage		
				<p>be carried. Spare batteries must be carried in the cabin.</p> <p><u>e) in the case of a spillable battery:</u></p> <ul style="list-style-type: none"> — <u>If the mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery(ies) must be removed and carried in strong, rigid packagings. The mobility aid may then be carried as checked baggage without restriction;</u> — <u>the battery should be fitted, where feasible, with spill-resistant vent caps.</u>
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