



International Civil Aviation Organization

DGP/29-WP/17
18/8/23

WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-NINTH MEETING

Montréal, 13 to 17 November 2023

Agenda Item 1: Harmonizing ICAO dangerous goods provisions with UN Recommendations on the Transport of Dangerous Goods (Ref: REC-A-DGS-2025)

1.2: 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 2025-2026 Edition

**AMENDMENTS TO PART 7 OF THE TECHNICAL INSTRUCTIONS DEVELOPED BY
DGP-WG/22 AND DGP-WG/23**

(Presented by the Secretary)

SUMMARY

This working paper contains consolidated draft amendments to Part 7 of the Technical Instructions developed by the Working Group of the DGP in 2022 (DGP-WG/2022) and 2023 (DGP-WG/2023) to address issues related to lithium batteries.

The DGP is invited to agree to the draft amendments in this working paper.

Part 7

OPERATOR'S RESPONSIBILITIES

Amendments to battery provisions

Paragraph 4.4.1.9 of DGP-WG/23 report:

Chapter 2

STORAGE AND LOADING

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2.13 LOADING OF BATTERY-POWERED MOBILITY AIDS CARRIED UNDER THE PROVISIONS OF PART 8

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2.13.3 Loading of mobility aids powered by lithium ion batteries

2.13.3.1 An operator must secure, by use of straps, tie-downs or other restraint devices, a battery-powered mobility aid with installed battery(ies). The mobility aid, the battery(ies), electrical cabling and controls must be protected from damage including by the movement of baggage, mail or cargo.

2.13.3.2 An operator must verify that:

- a) the battery terminals are protected from short circuits (e.g. by being enclosed within a battery container);
- b) the battery(ies) is either:
 - 1) adequately protected against damage by the design of the mobility aid and securely attached to the mobility aid. The electrical circuits must be isolated following the manufacturer's instructions; or
 - 2) removed from the mobility aid, following the manufacturer's instructions; and
- c) each removed battery does not exceed 300 Wh. A maximum of one spare battery not exceeding 300 Wh or two spare batteries each not exceeding 160 Wh may be carried.

Note.— When the lithium battery(ies) remain installed in the mobility aid, there is no Watt-hour limit.

2.13.3.3 An operator must ensure that any battery(ies) removed from the mobility aid and any spare battery(ies) is (are) carried in the cabin and protected from damage (e.g., by placing each battery in a protective pouch) and the battery terminals protected from short circuit (by insulating the terminals, e.g. by taping over exposed terminals).

2.13.3.4 The operator must inform the pilot-in-command of the location of any mobility aids with installed lithium ion battery(ies), removed battery(ies) and spare battery(ies).

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