



香港特別行政區政府
民航處

Civil Aviation Department
The Government of the Hong Kong Special Administrative Region

Dangerous Goods Advisory Circular DGAC 4/2008

Best Practice for the Acceptance of Cargo Consignments containing Lithium Battery by Airlines in Hong Kong

To ensure the safe transport of lithium battery by air (either as Dangerous Goods or “Not Restricted” cargo), airlines in Hong Kong have jointly developed a “**Dangerous Goods Best Practice – 006**” for compliance by the local air cargo industry (see copy attached). This Dangerous Goods Office fully support the best practice and hereby remind and advise all airlines, as well as freight forwarders, operating in Hong Kong to comply with the guidelines stipulated.

Should you have any query about this circular, please contact Safety Officers (Dangerous Goods) at 2182 1221 or 2182 1214.

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Dangerous Goods Best Practice-006

Introduction:

Lithium battery can be safely transported provided certain principles are strictly followed in accordance with IATA DG Regulations and each handling party fulfills its roles and responsibilities.

This Recommended Practice is the minimum standards in shipping cargo consignments containing Lithium Battery by air ex Hong Kong and individual carrier may impose any additional requirements on top of the BP. All details and regulatory requirements should refer to current edition IATA Dangerous Goods Regulations.

Recommendation:

Best Practice for the Acceptance of Cargo Consignments containing Lithium Battery by Airlines in Hong Kong

I. Lithium Battery shipped as Class 9 Dangerous Goods UN3090

IATA Dangerous Goods Regulations (DGR) and US DOT Requirements highlights:

- A/. For prototype, heavy or recalled lithium battery, there are further requirements for compliance. Please refer to SP A88, SP A99, SP A154 respectively for details.
- B/. Shipment must fully comply with all the requirements of PI 903, especially on the passing of the UN38.3 tests by the lithium battery; and
- C/. Non-rechargeable lithium battery to and from US can only be carried on cargo aircraft.

Documentation requirements:

- 1/. Valid and duly completed Shipper's Declaration for Dangerous Goods form;
- 2/. Valid supporting document(s) proving that the battery complies with the requirements of UN 38.3 tests to be provided by shipper [see document requirements under paragraph. III.1].

II. Lithium Battery shipped as contained in equipment or packed with equipment Class 9 Dangerous Goods UN3091:

IATA Dangerous Goods Regulations (DGR) and US DOT Requirements highlights:

- A/. Fully comply with SP A45, SP A48 and SP A154;
- B/. Shipment must fully comply with all the requirements of PI 912 or PI 918 (which both include PI 903), especially on the passing of the UN38.3 tests by the lithium battery; and
- C/. Non-rechargeable lithium battery to and from US can only be carried on cargo aircraft.
- D/. The equipment must be packed so as to prevent accidental operation during air transport. For example:
 - battery disconnected,
 - battery terminals insulated,
 - the on/off switch is secured at the “off” position by additional safety device;or
 - the on/off button is protected or prevented from unnecessary force or pressure which may trigger the operation of the equipment during air transport.

Documentation requirements:

- 1/. Valid and duly completed Shipper's Declaration for Dangerous Goods form;
- 2/. Valid supporting document(s) proving that the battery complies with the requirements of UN 38.3 tests to be provided by shipper [see document requirements under paragraph. III.1].

III. Lithium Battery shipped as “Not Restricted” Cargo:

IATA Dangerous Goods Regulations (DGR) and US DOT Requirements highlights:

- A/. Complies with all the requirements of SP A45, especially on the passing of the UN38.3 tests by the lithium battery;
- B/. Do not contain any prototype, heavy or recalled lithium battery as listed under IATA DGR SP A88, A99 and A154; and
- C/. Non-rechargeable lithium battery to and from US can only be carried on cargo aircraft.

Documentation requirements:

- 1/. Valid supporting document(s)^{Note 1} proving that the battery complies with all the IATA DGR Special Provisions A45, especially on the passing of the UN38.3 tests by the battery, to be provided by shipper;

^{Note 1} Valid supporting document(s) can be either one of the following document(s) issued by battery manufacturer or laboratory approved by CAAC (<http://www.castc.org.cn/danger/xuke.asp>). Please note each valid supporting document should mark with reference number that matches with shipment reference number on the MAWB:

- i/. Material Safety Data Sheet (MSDS) or Product Safety Data Sheet (PSDS);
 - ii/. Laboratory Test Report; or
 - iii/. Certificate for Safe Transport of Air Cargo.
- 2/. "Nature and Quantity of Goods" box of MAWB to show: **"Lithium Battery, Not Restricted as per Special Provision A45"**.
 - 3/. Declaration remark in the "Handling information" box of MAWB to show:
 - i/. **"Shipment contains no item listed under IATA DGR Special Provision A154 and it meets all the requirements of SP A45 including the passing of the UN 38.3 tests"**; and
 - ii/. Mark supporting document with the MSDS/PSDS/Lab Test/Certificate reference number (e.g. ABCDE123) on the MAWB for validation check.
 - 4/. Effective date: 18 February 2008

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Issued by:

Carrier Liaison Group - Dangerous Goods Working Group (CLG-DGWW) / HAFFA

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