



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 2/2018**

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### **Handling of Lithium Batteries Shipments**

In recent months, there have been a number of occurrences where shipments described as “**not restricted / without battery**” were found to have contained undeclared lithium ion batteries or electronic devices containing batteries. These lithium batteries shipments, were often ‘co-loaded’ by multiple entities including local and non-local shippers (and/or their agents) and freight forwarders.

It has also come to the attention of this Department that lithium batteries shipments packed in compliance with Section II of PI967 / PI970 might sometimes be incorrectly referred to as “**non-Dangerous Goods**”, thus mistakenly be handled in a similar way as general cargo.

### **Preventive Measures and the Handling of Lithium Batteries Shipment**

In view of the above, this Department hereby reminds the air cargo industry of the requirements applicable to the safe transport of dangerous goods by air :

1. In accordance with the requirements of the International Civil Aviation Organization (“ICAO”) and the Dangerous Goods (Consignment by Air) (Safety) Regulations (Cap. 384A of the Laws of Hong Kong), dangerous goods shall be properly packed, marked, labelled and declared before being offered for air carriage.
2. Although shipments declared as “Lithium Ion Batteries in compliance with Section II of PI967” or “Lithium Metal Batteries in compliance with Section II of PI970” are not subject to certain requirements of the **ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air** (“TI”), such as labelling and submission of the Shipper’s Declaration for Dangerous Goods, these lithium batteries shipments

shall still be classified as “**Dangerous Goods**” UN3481 Lithium ion batteries contained in equipment or UN3091 Lithium metal batteries contained in equipment. Therefore, these shipments shall comply with the corresponding requirements as stipulated in the ICAO TI, including but not limited to the packing and marking requirements.

3. Cargo operation and acceptance personnel of airlines, handling agents and freight forwarders must stay vigilant and exercise caution during the cargo acceptance process. In case of doubt, documented clarifications from the shippers about the actual contents of the shipments should be sought, and appropriate checks on such shipments should be conducted with documented evidence to demonstrate on record that due diligence has been exercised by parties concerned.

In case misdeclared / undeclared dangerous goods is found, the shipment must not be accepted and records showing rejection of such shipment must be preserved for a minimum of 6 months for inspection by this Department.

### **Contravention of Dangerous Goods (Consignment by Air) (Safety) Regulations**

The consignment of misdeclared / undeclared dangerous goods constitutes a contravention of Cap. 384A of the Laws of Hong Kong, and the shipper and/or freight forwarder involved are liable for prosecution. On conviction, the shipper and/or the freight forwarder may be subject to a fine of \$250,000 and imprisonment for 2 years.

Shippers and freight forwarders involved in dangerous goods occurrences may also be subject to closer regulatory monitoring and additional inspection requirements imposed by this Department. A corrective action plan must be provided to demonstrate the actions taken, with relevant supporting evidence, to prevent recurrence to the satisfaction of this Department.

Should there be any query regarding this circular, please contact the Dangerous Goods Office at 2910 6856 or 2910 6857.

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Issue date: 7 August 2018

An electronic version of this circular can be downloaded at  
<http://www.cad.gov.hk/english/DGAC.html>