



# Lithium Batteries as Cargo in 2016 Update

## Changes to the Provisions for Lithium Batteries Effective 1 April 2016

1. UN 3480, PI 965, Section IA and IB. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not to exceed 30% of their rated design capacity. Cells and/or batteries at a SoC of greater than 30% of their rated capacity may only be shipped with the approval of the State of Origin and the State of the Operator under the written conditions established by those authorities.

**Note:**

*Guidance and methodology for determining the rated capacity can be found in the UN Manual of Tests and Criteria, 5th Revised Edition, Amend. 1 and Amend. 2, Section 38.3.2.3.*

2. UN 3480, PI 965, Section II. Lithium ion cells and batteries must be offered for transport at a state of charge (SoC) not to exceed 30% of their rated design capacity.

A shipper is not permitted to present for transport more than one (1) package prepared according to Section II in any single consignment.

Not more than one (1) package prepared in accordance with Section II of PI 965 may be placed into an overpack. When the package is placed in an overpack, the lithium battery handling label required by this packing instruction must either be clearly visible or the label must be affixed on the outside of the overpack and the overpack must be marked with the word "Overpack".

3. UN 3090, PI 968, Section II. A shipper is not permitted to present for transport more than one (1) package prepared according to Section II in any single consignment.

Not more than one (1) package prepared in accordance with Section II of PI 968 may be placed into an overpack. When the package is placed in an overpack, the lithium battery handling label required by this packing instruction must either be clearly visible or the label must be affixed on the outside of the overpack and the overpack must be marked with the word "Overpack".

4. Packages prepared according to Section II of PI 965 and PI 968 must be offered to the operator separately from other cargo and must not be loaded into a unit load device (ULD) before being offered to the operator.

The changes identified above will be detailed in an addendum to the 57<sup>th</sup> edition of the IATA Dangerous Goods Regulations and to the 3<sup>rd</sup> edition of the IATA Lithium Battery Shipping Guidelines. It is anticipated that these addenda will be issued in by mid-January.

The full report of DGP/25, when available, along with the working papers of DGP/25, is available on the on the ICAO Website here:

<http://www.icao.int/safety/DangerousGoods/Pages/DGP25.aspx>

You can contact the IATA Dangerous Goods Support team if you have questions or concerns that may not have been addressed in this document at: [dangood@iata.org](mailto:dangood@iata.org).

[www.iata.org/lithiumbatteries](http://www.iata.org/lithiumbatteries)