

Dangerous Goods Best Practice-003 (Updated Version: Jun 2009)

## **“Batteries, dry” packing compliance declaration**

This is a joint announcement made by CLG and HAFFA on the above Recommended Practice.

### **Background**

IATA Dangerous Goods Regulation on Batteries, dry packing requirements

Batteries, Dry- are sealed, non-vented batteries of the type used in flashlights or for the operation of small apparatus. They contain Zinc salts and other solids, or may be of the nickel cadmium type or other combinations of metals. Such batteries must be packed in inner packagings<sup>(Note)</sup> in such a manner as to effectively prevent short circuits and to prevent movement which could lead to short circuits.

*[Note: Inner Packagings, Are packagings for which an outer packaging is required for transport.]*

### Incidents

There are recent incidents recorded by IATA and FAA that “heat” generated by batteries or devices that contain batteries have caused smoke and the initiation of fire while the device was being transported.

One significant item is the “Batteries, dry” or the generally use batteries, when not properly packed against short-circuited, when come into contact with metallic items, the temperature of the device or battery can quickly rise to a point that causes leakage of the battery or ignites nearby combustibles.

### **Packing compliance declaration**

In order to encourage shipper to ensure compliance of “Batteries, dry” packing requirements as stipulated in IATA Dangerous Goods Regulations it is recommended that the shipper must make a packing compliance declaration. This declaration will be put on AWB or any form as requested by individual carrier.

### **Recommendation**

Forwarders/Cargo Agents are recommended to check with respective carrier in advance before placing the booking for shipping the “Battery, dry” cargo in order to comply with the appropriate handling requirements determined by individual carrier.

### Remark:

This best practice is jointly issued by Carrier Liaison Group – Dangerous Goods Working Group (CLG-DGWG) and HAFFA for industry reference only. You are strongly requested to observe the requirements of individual carrier and forwarders for air-cargo carriage.

[Encl: Supplement: Extracts of Email Communications with IATA on Dry Batteries requirement](#)

**Supplement: Extracts of Email Communications with Mr. David BRENNAN, Head of Cargo Safety & Standards, IATA in May 2009, regarding Dry Batteries requirement.**

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1. Question rose from DGWG to IATA (Extracted)

Here in HK, we have quite a lot of enquiries from forwarders regarding Dry Batteries requirement, and would like to have your comments on the issues.

The main concern they have is if dry batteries contained in equipment, e.g. watches, require to disconnect before offer to transport? Since IATA released the Lithium Batteries Guideline and mentioned it's not require to disconnect the batteries if contained in watches, people would like to clarify if the same apply to Dry Batteries.

2. Reply from IATA to DGWG (Extracted)

The general principle for dry batteries is that terminals must be protected from short circuit and that if the batteries are installed in equipment then the equipment must be protected from inadvertent activation where if the equipment were activated during flight there could be a dangerous amount of heat generated that could start a fire.

So for example a small calculator containing dry batteries, if that were to be inadvertently activated there is probably nothing that would happen. But if the equipment was a power drill then by being turned on it may generate sufficient heat to start a fire, which actually happened to a large battery-powered drill in a passenger bag in the US.

<END of Supplement>