



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) 3/2007**

### **Incorrect Laboratory Certificates and Material Safety Data Sheet (MSDS) involved in the Transport of Battery by Air**

(I) What is happening

It has recently come to the attention of this Dangerous Goods (DG) Office that many air cargo consignments containing **battery** departing Hong Kong International Airport are accompanied by incorrect transport documents including laboratory certificate and Material Safety Data Sheet (MSDS) etc. During the process of cargo acceptance by freight forwarders and airlines, some battery shippers submit forged or sub-standard laboratory certificates and MSDS claiming that their batteries are safe for air transport. Typical information in these documents are simply stressing that their batteries are: -

- (a) non-hazardous;
- (b) complying with all ICAO or IATA requirements; or
- (c) not regulated by ICAO or IATA.

We believe some battery shippers did this for the purpose of disguising their batteries, which are dangerous for air transport, to become general air cargo and in turn saving a lot of transport cost as well as gaining some handling convenience.

(II) What are actually the requirements

We wish to remind that only certain types batteries (e.g. “Battery, Dry”) can be transported as Not Restricted and at the same time the relevant Special Provisions (SP) under: -

- (a) ICAO Technical Instructions (TI) for the Safe Transport of Dangerous Goods; or
  - (b) IATA Dangerous Goods Regulations (DGR),
- must be complied with. These include the fulfillment of SP A123 and the provision of short-circuiting protections etc.

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In fact, many other batteries, like lithium battery and battery, wet, non-spillable can also be safely transported by air but in this case under the DG mode and relevant SP under ICAO TI or IATA DGR should be complied with. For the case of lithium battery, the requirements include the fulfillment of SP A45 and the completion of UN Manual of Tests and Criteria Part III, sub-section 38.3 testing.

*[Remarks: UN Manual of Tests and Criteria Part III, sub-section 38.3 testing service is available from several laboratories in Mainland China approved by the General Administration of Civil Aviation of China (CAAC)]*

(III) What is our view

This DG Office condemns this kind of dangerous, selfish and irresponsible act. The mis-declaration of those batteries dangerous for air transport as general air cargo is a serious threat to aviation safety because, say for example, the fire-extinguishing agent on board aircraft is unable to put out a lithium battery fire. Lithium battery fire on board aircraft can be disastrous. Moreover, the use of forged documents to wrongly classify DG is a criminal offence in Hong Kong under the Dangerous Goods (Consignment by Air) (Safety) Regulations Cap 384A. The offender is liable to a maximum fine of HK\$250,000 and 2 years of imprisonment. If in case the shipper is based outside Hong Kong and not falling under the jurisdiction of these Regulations, we will notify all relevant competent Civil Aviation Authorities worldwide (including CAAC) requesting their appropriate actions against these battery shippers.

(IV) What should freight forwarders and airlines do

All freight forwarders and airlines are reminded to exercise due diligence in checking whether any battery laboratory certificates or MSDS submitted is reasonable or logical. Though we are not expecting any freight forwarders or airlines' staff to have the technical knowledge in distinguishing the correctness of any battery related documents, it should however be noted that most incorrect documents are unreasonably brief (e.g. just a few sentence for a laboratory certificate or only a few sections in a MSDS) and/or containing conflicting information (e.g. the MSDS of a dry battery claims that the physical property of the product is a soluble liquid, how can this be possible?).

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Freight forwarders and airlines are also encouraged to cooperate and share with others your experiences of mis-declaration of dangerous battery so as to help each other to prevent being misled again.

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

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## 危險品通告第 3/2007 號

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空運電池的化驗所證明書和物料安全數據單資料不正確

(I) 背景

危險品事務處最近留意到，許多運離香港國際機場載有電池的航空托運貨物，隨附的化驗所證明書和物料安全數據單等運輸文件資料不正確。有些電池托運人在貨運代理公司和航空公司驗收貨物時，提交偽造或不合標準的化驗所證明書和物料安全數據單，報稱當中載述的電池可安全空運。這些文件一般只會強調有關電池：

- (a) 沒有危險；
- (b) 符合國際民航組織或國際航空運輸協會各項規定；或
- (c) 不受國際民航組織或國際航空運輸協會規管。

本處相信，某些電池托運人這樣做，是要把屬於空運危險品的電池偽裝為普通空運貨物，從而節省大筆運輸費及方便處理貨物。

(II) 實際規定

請注意，只有若干類別電池(例如“乾電池”)才屬於不受限制的空運貨物，並須遵從：

(a) 國際民航組織《危險品安全空運技術指令》(《技術指令》)或

(b) 《國際航空運輸協會危險品規例》(《危險品規例》)

相關的特殊規定，包括符合特殊規定第 A123 條和有關短路保護的規定。

其實，鋰電池和密封濕電池等其他類別電池，不少都能安全空運，但應列為危險品類別，並須符合《技術指令》或《危險品規例》相關的特殊規定。就鋰電池而言，有關規定包括符合特殊規定第 A45 條並通過聯合國危險品運輸建議試驗和準則手冊第 III 部的 UN38.3 測試。

[註：內地多家獲中國民用航空總局認可的化驗所都提供聯合國危險品運輸建議試驗和準則手冊第 III 部的 UN38.3 測試服務。]

(III) 本處的意見

危險品事務處譴責這類危險、自私和不負責任的行為。把屬於空運危險品的電池誤報為普通空運貨物，嚴重威脅航空安全，原因包括航機上的滅火劑並不能撲滅鋰電池所引起的火警。因此，鋰電池一旦在航機上起火，可釀成災難。再者，根據《危險品(航空托運)(安全)規例》(第 384A 章)，利用偽造文件錯誤評定危險品類別，在香港屬刑事罪行，違法者最高可處罰款港幣 25 萬元及監禁兩年。倘若托運人並非以香港為基地，不受上述規例管制，本處會通知世界各地相關民航主管當局(包括中國民用航空總局)，要求他們採取適當措施，對付有關電池托運人。

(IV) 貨運代理公司和航空公司應做的事

現提醒各貨運代理公司和航空公司，應盡力查證電池的化驗所證明書或物料安全數據單是否合理或合乎邏輯。貨運代理公司或航空公司人員未必掌握技術知識，能夠分辨所有與電池有關的文件資料是否正確，但應注意的是，大部分資料不正確的文件，篇幅並不合理，往往過分簡短(例如化驗所證明書只有寥寥數句，或物料安全數據單僅有短短數段)及／或載有互相矛盾的資料(例如乾電池的物料安全數據單報稱，該產品的物理特性是可溶液體，事實絕無可能)。

此外，貨運代理公司與航空公司應攜手合作，就如何處理涉及危險電池的誤報資料交換經驗，互相幫助，以防再受誤導。

如對本通告有任何查詢，請聯絡航空安全事務主任（危險物品）詹浩斌先生（電話：2182 1221）或莫斯宏先生（電話：2182 1214）。

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