



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 3/2008

Application of Special Provisions (SP) A123 to Battery Contained in Equipment

Background

It has recently come to the attention of this Dangerous Goods Office that some general air cargo consignments in Hong Kong with battery contained in equipment had been claimed as SP A123 compliant. However, it was found that these cargo consignments had never been prepared with the battery disconnected from the equipment and the exposed battery terminals protected as in accordance with the SP A123 requirements.

It is also not uncommon to find that airlines or freight forwarders would, depending on the capacity or size of the battery, determine that disconnection of the battery is not required.

Reminder

Since it is difficult (or in fact inappropriate) for airlines or freight forwarders to determine on behalf of the Shipper that a battery is not having a potential of dangerous evolution of heat, it is the view of this Dangerous Goods Office that *“unless the Shipper confirms that the battery is having no potential of dangerous evolution of heat, all batteries under the provisions of SP A123 must be disconnected and with the exposed battery terminals protected”*.

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

– END –

Issue date: 28 April 2008



香港特別行政區政府
民航處

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

危險品通告第 3/2008 號

就內置電池設備應用特殊規定第 A123 條

背景

最近，危險品事務處留意到本港有裝載內置電池設備的普通空運貨物報稱符合特殊規定第 A123 條。不過，這些貨物卻從未按照特殊規定第 A123 條的要求，預先拆除設備內電池及保護外露的電池頭。

此外，航空公司或貨運代理人也不時根據設備內電池的容量或體積自行決定無需拆除電池。

提醒

由於航空公司或貨運代理人難以(或其實不適宜)代表付貨人決定設備內的電池沒有釋放高熱的潛在危險，危險品事務處認為，*“除非付貨人確認電池並無釋放高熱的潛在危險，否則特殊規定第 A123 條所指的電池，均須拆除及保護外露的電池頭。”*

如對本通告有任何查詢，請致電 2182 1221 或 2182 1214 與航空安全事務主任(危險物品)聯絡。

- 完 -

發出日期：二零零八年四月二十八日