

## Best Practice on “Solar Street Light” Shipment

(Issued on 01 Jun 2021)

Recently one mis-declared RLI shipment had been intercepted during Air-waybill acceptance with the AWB commodity name as “Solar LED Street Light” (太陽能路燈), declared under UN3481 PI967 Section II ELI. In this incident, the affected airline asked the forwarder to provide the battery test report and RACSF x-ray images and suspected shipment containing large lithium batteries pack installed in equipment which was not matched with the UN38.3 Battery Test Report given by the shipper as there was only one small lithium battery with 10.88Wh (The Watt Hours rating) shown on the battery test summary given. Later the forwarder was requested to conduct open box inspection in a CTO, found there was one large batteries pack installed in equipment which is over 260Wh. This shipment should be classified as RLI UN3481 Section I. The related DG incident has been reported to HKCAD as per DG regulation to take appropriate action against the shipper for non-compliance.

**Please note for any shipment declared “Solar Street Light” or similar as PI966/967 Section II, some airlines may request the following information for further verification and the shipment and/or the related ULD will be held at CTO after clarification. Forwarder may also be requested to come to CTO for open box inspection if deemed necessary.**

- **Battery test summary (to operate the complete equipment, not just one single battery/cell).**
- **Product model and Specification to show the actual watt hour of the complete equipment.**
- **Packing list.**
- **Product photos and related website.**
- **The screening images and open box inspection photos in forwarder’s warehouse.**
- **Shipper’s guarantee letter stated with MAWB / HAWB to declare the watt hour rating of the lithium ion battery to operate related single equipment.**

**Therefore, Freight Forwarders and/or Shippers are highly recommended to contact the individual airlines to check their latest requirements and/or pre-arrangement if required, and to be vigilant when accepting lithium battery equipment shipment and comply to latest IATA DG regulation. Kindly be reminded that for UN3481 PI966/967 Section II, the Cells packed/contained in equipment should be less than 20Wh / Batteries packed/contained in equipment should be less than 100Wh.** For details, you may refer to the relevant requirement on Lithium Batteries, for example:

- **Best Practice for Consigning Lithium Cells / Batteries by Airlines in Hong Kong:**  
<https://www.haffa.com.hk/portal/Page/Default.aspx?id=157>  
(Current version in year 2021 is BP018 (With effect from 01 Jan 2021))
- **IATA Guidance Document for Lithium Batteries (2021):**  
<https://www.iata.org/contentassets/05e6d8742b0047259bf3a700bc9d42b9/lithium-battery-guidance-document-2021.pdf>
- **Operator Variations (Section 2.8.4) in IATA DGR (2021) and related Addenda [Refer to your own copy of IATA DGR Book]**

## Case Sharing:

The Battery Test Summary from shipper showed one SMALL battery with 10.88Wh:



The Open box inspection conducted in a CTO found one LARGE batteries pack contained in equipment:

