



As representatives of the world's leading lithium battery producers and manufacturers of lithium battery-powered equipment, and of IATA airlines, their customers, and supply chain partners, we are writing to request your urgent attention to the issue of transportation of lithium batteries as air cargo.

Safety is always the top priority. Recent examples of lithium batteries in transit catching fire are a matter of deep concern for both the airline and lithium battery industries. These concerns have been echoed by the media, the public, and stakeholders in the air transport chain. Accordingly, revisions to the dangerous goods regulations have been made that have

1. Banned the transport of consignments of lithium metal batteries on passenger aircraft from 1 January 2015.
2. Required that all lithium ion batteries carried as cargo on freighter aircraft are shipped at state of charge of no more than 30%.
3. Banned the transport of consignments of lithium ion batteries on passenger aircraft from 1 April 2016.

These rules are in addition to existing regulations for the transport of lithium batteries, which include the prohibition of transport via the mail, and stringent requirements for the safe packing and declaration of such goods.

It is the belief of the airline and lithium battery industries that these regulations, if adhered to, achieve an acceptable level of safety for the transport of lithium batteries by air. The concern lies not with correctly shipped batteries but with the wilful disregard of the regulations by rogue manufacturers and shippers. The actions by this tiny minority threaten to undermine confidence in legitimate battery manufacture and transport.

Pressure on airlines to unilaterally ban all forms of lithium battery is becoming overwhelming. This will add to the cost of global supply chains and consumer goods, while encouraging those who flout the law to increase mislabelling of batteries, further increasing safety and security risks.

The answer to improving safety is the strict enforcement of existing regulations. Significant fines and where appropriate custodial sentences should be applied to those who circumvent the regulations. Cooperative enforcement initiatives between jurisdictions, for example where batteries manufactured in one state are driven over a border to be flown from another state, must be implemented.

We emphasize that the interests of safety are best served by the strict enforcement of the existing regulatory framework. The development of further and increasingly draconian regulation will only penalize legitimate law-abiding manufacturers.

A continuing concern and one which leads to ever increasing consumer safety issues is the fact that increasing numbers of counterfeit and non-compliant batteries are being produced by unlicensed and unaffiliated manufacturers and these are also entering the supply chain and are rarely declared appropriately.



Tackling this problem requires international coordination and pressure. Those countries where the bulk of manufacturing takes place have a primary duty to enforce the law, but all nations that benefit from safe and efficient air cargo stand to benefit from greater confidence in the system.

We urge you to act swiftly, in coordination with all relevant national and international aviation, commerce, customs and safety departments, to agree a coherent global policy and action plan to this vital issue of public safety and economic efficiency. Our Associations and our members stand ready to assist in any way.

We trust you share our concerns and look forward to your response.

Yours sincerely,

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Signature

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