

New Section II lithium ion (PI 965 II) and lithium metal (PI 968 II) cell and batteries quantity limits per package.

PI 965 – Section II Package Limits Table

COMBINATION PACKAGING

Contents	Lithium ion cells and/or batteries with a Watt-hour rating not more than 2.7 Wh	Lithium ion cells with a Watt-hour rating more than 2.7 Wh, but not more than 20 Wh	Lithium ion batteries with a Watt-hour rating more than 2.7 Wh, but not more than 100 Wh
Maximum number of cells / batteries per package	No limit	8 cells	2 batteries
Maximum net quantity (mass) per package	2.5 kg	n/a	n/a

PI 968 – Section II Package Limits Table

COMBINATION PACKAGING

Contents	Lithium metal cells and/or batteries with a lithium content not more than 0.3 g	Lithium metal cells with a lithium content more than 0.3 g but not more than 1 g	Lithium metal batteries with a lithium content more than 0.3 g but not more than 2 g
Maximum number of cells / batteries per package	No limit	8 cells	2 batteries
Maximum net quantity (mass) per package	2.5 kg	n/a	n/a

Note: A package may contain either cells/batteries of not more than 2.7 Wh or 0.3 g or lithium ion cells not exceeding 20 Wh / lithium metal cells not exceeding 1 g, or lithium ion batteries not exceeding 100 Wh / lithium metal batteries not exceeding 2 g.

New Section “IB” for lithium ion (PI 965 IB) and metal (PI 968 IB) batteries that exceed the limits referred to above to be shipped as Class 9 but without the need to be packed in UN specification packagings.

- Dangerous goods training for personnel involved in the transport of these Section IB batteries.
- Consignment does not require a Shipper’s Declaration provided that alternative written documentation or electronic information describing the contents.
- Package requires a Class 9 hazard label AND the lithium battery handling label to distinguish it from other lithium battery packages.
- A dangerous goods acceptance check required
- A summary NOTOC, similar to that permitted for Dry Ice

Alignment of the net quantity limits for lithium batteries packed with and contained in equipment.

The full report can be found on [ICAO's website](#)

These changes will be incorporated into the 54th edition of the IATA Dangerous Goods Regulations effective 1 January 2013.