

23rd December, 2024

Dear Valued Customers,

Dangerous Goods Handling in Japan Airlines from January 2025

We thank you for your continued support to JAL CARGO.

Please be advised that IATA Dangerous Goods Regulations (DGR) will be partly amended and these amendments will be reflected to IATA DGR 66th Edition with effect from 1st January 2025. In this letter, we would like to notify our customers of the change in dangerous goods regulations which our customers are requested to take into account when handling dangerous goods. Your understanding and cooperation to ensure safe transport of dangerous goods by air will be highly appreciated.

1. Handling of Charcoal and Activated Carbon (Changes in Handling by JAL, not change in the DGR)

In the JALCARGO-INFO-13-022 "Handling of Charcoal and Activated Carbon" issued on November 15, 2013, we have requested shippers to submit a certificate which indicates that the substance has been tested and from the test results, the substance does not meet the criteria for "Pyrophoric substance" or "Self-heating substance" of Div.4.2. The certificate was required to be attached to the AWB when the shipper intends to transport the charcoal or activated carbon as non-dangerous goods meeting the requirements of Special Provision A3 of the Dangerous Goods Regulations.

However, we will change the handling as follows:

- (1) For charcoal used for burning it for cooking, charcoal used to operate internal combustion, such as engines, and charcoal used for other combustion purposes, please attach a certificate which indicates that the substance does not meet the criteria for "Pyrophoric substance" or "Self-heating substance" of Div.4.2 to the AWB.
- (2) For charcoal and activated carbon used for purposes other than those mentioned above, except for those whose safety can be confirmed by a special sticker attached to the package of Kishu-Binchotan-Charcoal, Nago-Pinetan-Charcoal, and Nose-Kikusumi-Charcoal, please attach a Safety Data Sheet (SDS) to the AWB when transporting them as non-dangerous goods.

With the above changes, the JALCARGO-INFO-13-022 "Handling of Charcoal and Activated Carbon" issued on November 15, 2013, will be invalidated.

2. Prohibition of the Statement "Dangerous goods as per attached DGD" on the Air Waybill

For dangerous goods that require a Dangerous Goods Declaration, the current requirement is to state "Dangerous Goods as per associated Shipper's Declaration" or "Dangerous Goods as per associated DGD" in the Handling Information box of the Air waybill (AWB). However, it is also permitted to state "Dangerous Goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD" until December 31, 2024. (Refer to IATA DGR 8.2.1 Note of the 65th edition (2024 edition))

As of January 1, 2025, transitional period allowing the use of the statement "...attached..." will expire, and only the statements "Dangerous Goods as per associated Shipper's Declaration" or "Dangerous Goods as per associated DGD" are considered as the valid statements. With this change, Note of DGR 8.2.1 has been deleted from the DGR, and it will not appear in the 66th edition (2025 edition).

After January 1, 2025, **if the statement "Dangerous Goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD" is stated on the AWB, we won't be able to accept that AWB.**

2. Transport Regulations on Lithium Batteries

A. For the packaging of lithium batteries that do not require UN specification packaging, the following "stacking requirements" will be added. (Excluding Packaging Instructions 965 and 968 Section IB, which have already been regulated)

(1) Each package of cells or batteries or the completed package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness, a force applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 meters (including the test sample) for a duration of 24 hours.

(2) The effectiveness of the packaging can be demonstrated by testing, assessment, or experience.

As shown in the table below, which is effective from January 1, 2025, please be noted that the stacking requirement is applied to all sections of packing instructions 965 – 970.

Battery type	Form of transport	Packing Instruction	Section	UN Secification Package	Stacking requirement	Is the stacking requirement a new provision or already existing provision ?
Lithium ion batteries	On one's own (CAO)	965	Section IA	Required	UN Specification package need to comply with the stacking requirement	Existing provision
			Section IB	Not required	Stacking requirement must be met.	Existing provision
	Packed with equipment	966	Section I	Required	UN Specification package need to comply with the stacking requirement	Existing provision
			Section II	Not required	Stacking requirement must be met.	New Provision
	Contained in equipment	967	Section I	Not required	Stacking requirement must be met.	New Provision
			Section II	Not required	Stacking requirement must be met.	New Provision
Lithium metal batteries	On one's own (CAO)	968	Section IA	Required	UN Specification package need to comply with the stacking requirement	Existing provision
			Section IB	Not required	Stacking requirement must be met.	Existing provision
	Packed with equipment	969	Section I	Required	UN Specification package need to comply with the stacking requirement	Existing provision
			Section II	Not required	Stacking requirement must be met.	New Provision
	Contained in equipment	970	Section I	Not required	Stacking requirement must be met.	New Provision
			Section II	Not required	Stacking requirement must be met.	New Provision

B. A new UN number and proper shipping name will be assigned to vehicles powered by lithium-ion batteries. Until now, UN3171 with proper shipping name "Battery-powered vehicle" has been assigned to vehicles powered by battery(ies), regardless of the types of batteries. However, from January 1, 2025, vehicles powered by lithium-ion batteries will be classified as **UN3556, Vehicle, lithium ion battery powered**, and it will no longer be classified as UN3171 Battery-powered vehicle. The packing instruction applied to vehicle powered by lithium ion batteries remains unchanged, where Packing Instruction 952 still applies. Transitional period has been set for the change of UN number and proper shipping name, and until March 31, 2025, UN3171 Battery-powered vehicle can still be used for vehicles powered by lithium-ion batteries.

C. A regulation on the State of Charge (SoC) for the transport of lithium-ion batteries will be added. Until now, it has been mandatory to keep the State of Charge (SoC) of lithium-ion batteries at 30% or less of their rated capacity only for the packages of lithium-ion batteries on their own, in other words, packages containing only lithium batteries without any equipment, which shall be transported as Cargo Aircraft Only, CAO meeting the requirements of packing instruction 965. However, from January 1, 2025, the SoC regulation will also be added to other types of lithium-ion batteries. Please refer to the table below for the date of commencement of the application, mandatory or preferred status, and SoC limits for each type of lithium-ion batteries and packaging instructions.

Battery type	Form of transport	Packing Instruction	Section	Mandatory requirement or preferred requirement in 2025	Mandatory requirement or preferred requirement from	Maximum State of Charge (SoC)
Lithium ion batteries	Contained in vehicle	952	No Section, Watthour rating exceeds 100 Wh.	Preferred	Mandatory	Not exceed 30% of the rated capacity, or 25% of the indicated battery capacity
			No Section, Watthour rating does not exceed 100 Wh.	Preferred	Preferred	Not exceed 30% of the rated capacity, or 25% of the indicated battery capacity
	On one's own (CAO)	965	Section IA	Mandatory	Mandatory	Not exceed 30% of the rated capacity
			Section IB	Mandatory	Mandatory	Not exceed 30% of the rated capacity
	Packed with equipment	966	Section I	Preferred	Mandatory	Not exceed 30% of the rated capacity
			Section II, Watthour rating exceeds 2.7 Wh.	Preferred	Mandatory	Not exceed 30% of the rated capacity
			Section II, Watthour rating does not exceed 2.7 Wh.	Preferred	Preferred	Not exceed 30% of the rated capacity
	Contained in equipment	967	Section I	Preferred	Preferred	Not exceed 30% of the rated capacity, or 25% of the indicated battery capacity
			Section II	Preferred	Preferred	Not exceed 30% of the rated capacity, or 25% of the indicated battery capacity

Please see the attachments where we provide flowcharts for the handling of lithium batteries that reflect the amendments of IATA DGR 66th Edition.

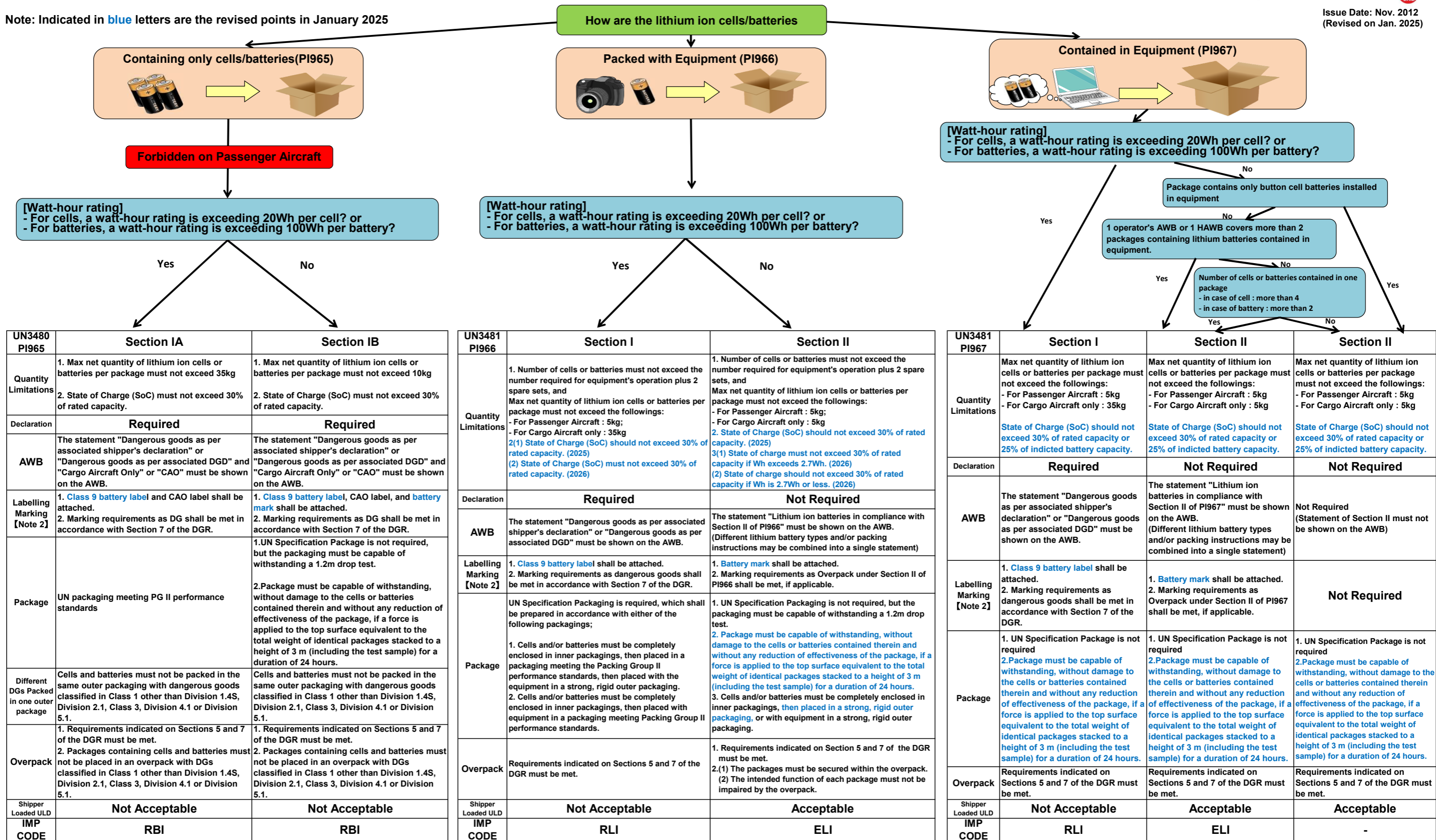
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Attachment-1: Lithium Ion or Lithium Polymer Cells and Batteries (UN3480,UN3481)

Attachment-2: Lithium Metal or Lithium Alloy Cell and Batteries (UN3090, UN3091)

Lithium Ion or Lithium Polymer Cells and Batteries (UN 3480 and UN 3481)

Note: Indicated in blue letters are the revised points in January 2025



UN3480 PI965	Section IA	Section IB
Quantity Limitations	1. Max net quantity of lithium ion cells or batteries per package must not exceed 35kg 2. State of Charge (SoC) must not exceed 30% of rated capacity.	1. Max net quantity of lithium ion cells or batteries per package must not exceed 10kg 2. State of Charge (SoC) must not exceed 30% of rated capacity.
Declaration	Required	Required
AWB	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" and "Cargo Aircraft Only" or "CAO" must be shown on the AWB.	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" and "Cargo Aircraft Only" or "CAO" must be shown on the AWB.
Labelling Marking [Note 2]	1. Class 9 battery label and CAO label shall be attached. 2. Marking requirements as DG shall be met in accordance with Section 7 of the DGR.	1. Class 9 battery label , CAO label, and battery mark shall be attached. 2. Marking requirements as DG shall be met in accordance with Section 7 of the DGR.
Package	UN packaging meeting PG II performance standards	1. UN Specification Package is not required, but the packaging must be capable of withstanding a 1.2m drop test. 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours.
Different DGs Packed in one outer package	Cells and batteries must not be packed in the same outer packaging with dangerous goods classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.	Cells and batteries must not be packed in the same outer packaging with dangerous goods classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.
Overpack	1. Requirements indicated on Sections 5 and 7 of the DGR must be met. 2. Packages containing cells and batteries must not be placed in an overpack with DGs classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.	1. Requirements indicated on Sections 5 and 7 of the DGR must be met. 2. Packages containing cells and batteries must not be placed in an overpack with DGs classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.
Shipper Loaded ULD	Not Acceptable	Not Acceptable
IMP CODE	RBI	RBI

UN3481 PI966	Section I	Section II
Quantity Limitations	1. Number of cells or batteries must not exceed the number required for equipment's operation plus 2 spare sets, and Max net quantity of lithium ion cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg; - For Cargo Aircraft only : 35kg	1. Number of cells or batteries must not exceed the number required for equipment's operation plus 2 spare sets, and Max net quantity of lithium ion cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg; - For Cargo Aircraft only : 5kg
Declaration	Required	Not Required
AWB	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" must be shown on the AWB.	The statement "Lithium ion batteries in compliance with Section II of PI966" must be shown on the AWB. (Different lithium battery types and/or packing instructions may be combined into a single statement)
Labelling Marking [Note 2]	1. Class 9 battery label shall be attached. 2. Marking requirements as dangerous goods shall be met in accordance with Section 7 of the DGR.	1. Battery mark shall be attached. 2. Marking requirements as Overpack under Section II of PI966 shall be met, if applicable.
Package	UN Specification Packaging is required, which shall be prepared in accordance with either of the following packagings; 1. Cells and/or batteries must be completely enclosed in inner packagings, then placed in a packaging meeting the Packing Group II performance standards, then placed with the equipment in a strong, rigid outer packaging. 2. Cells and/or batteries must be completely enclosed in inner packagings, then placed with equipment in a packaging meeting Packing Group II performance standards.	1. UN Specification Packaging is not required, but the packaging must be capable of withstanding a 1.2m drop test. 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours. 3. Cells and/or batteries must be completely enclosed in inner packagings, then placed in a strong, rigid outer packaging, or with equipment in a strong, rigid outer packaging.
Overpack	Requirements indicated on Sections 5 and 7 of the DGR must be met.	1. Requirements indicated on Section 5 and 7 of the DGR must be met. 2.(1) The packages must be secured within the overpack. (2) The intended function of each package must not be impaired by the overpack.
Shipper Loaded ULD	Not Acceptable	Acceptable
IMP CODE	RLI	ELI

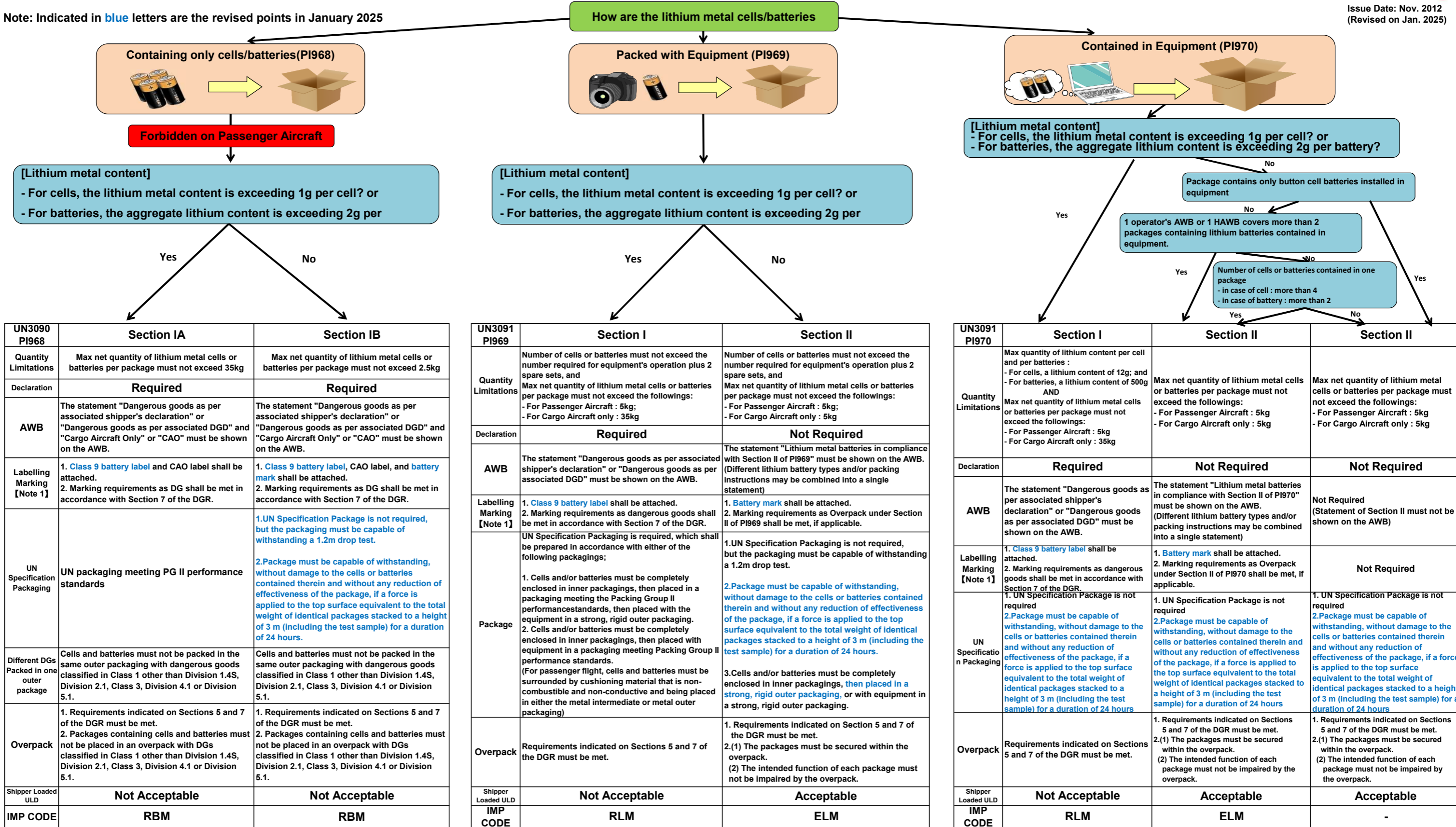
UN3481 PI967	Section I	Section II	Section II
Quantity Limitations	Max net quantity of lithium ion cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg - For Cargo Aircraft only : 35kg State of Charge (SoC) should not exceed 30% of rated capacity or 25% of indicated battery capacity.	Max net quantity of lithium ion cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg - For Cargo Aircraft only : 5kg State of Charge (SoC) should not exceed 30% of rated capacity or 25% of indicated battery capacity.	Max net quantity of lithium ion cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg - For Cargo Aircraft only : 5kg State of Charge (SoC) should not exceed 30% of rated capacity or 25% of indicated battery capacity.
Declaration	Required	Not Required	Not Required
AWB	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" must be shown on the AWB.	The statement "Lithium ion batteries in compliance with Section II of PI967" must be shown on the AWB. (Different lithium battery types and/or packing instructions may be combined into a single statement)	Not Required (Statement of Section II must not be shown on the AWB)
Labelling Marking [Note 2]	1. Class 9 battery label shall be attached. 2. Marking requirements as dangerous goods shall be met in accordance with Section 7 of the DGR.	1. Battery mark shall be attached. 2. Marking requirements as Overpack under Section II of PI967 shall be met, if applicable.	Not Required
Package	1. UN Specification Package is not required 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours.	1. UN Specification Package is not required 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours.	1. UN Specification Package is not required 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours.
Overpack	Requirements indicated on Sections 5 and 7 of the DGR must be met.	Requirements indicated on Sections 5 and 7 of the DGR must be met.	Requirements indicated on Sections 5 and 7 of the DGR must be met.
Shipper Loaded ULD	Not Acceptable	Acceptable	Acceptable
IMP CODE	RLI	ELI	-

[Note1] Portable power chargers(power banks, mobile batteries etc.), Jump starter powered by lithium ion batteries, and Smart Luggage have strong characteristics as "batteries." For this reason, JAL will classify these products as UN3480 Lithium ion batteries, PI965.

[Note2] **Class 9 battery label**, CAO label, and **battery mark** must not be folded on different faces of the package.
 [Note3] Except for button cells installed in equipment (including circuit boards), manufacturers and subsequent distributors of cells or batteries manufactured after 30 June 2003 must make available the test summary as specified in the UN Manual of Tests and Criteria, Part III, sub-section 38.3, paragraph 38.3.5.

Lithium Metal or Lithium Alloy Cells and Batteries (UN 3090 and UN 3091)

Note: Indicated in blue letters are the revised points in January 2025



UN3090 PI968	Section IA	Section IB
Quantity Limitations	Max net quantity of lithium metal cells or batteries per package must not exceed 35kg	Max net quantity of lithium metal cells or batteries per package must not exceed 2.5kg
Declaration	Required	Required
AWB	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" and "Cargo Aircraft Only" or "CAO" must be shown on the AWB.	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" and "Cargo Aircraft Only" or "CAO" must be shown on the AWB.
Labelling Marking [Note 1]	1. Class 9 battery label and CAO label shall be attached. 2. Marking requirements as DG shall be met in accordance with Section 7 of the DGR.	1. Class 9 battery label , CAO label, and battery mark shall be attached. 2. Marking requirements as DG shall be met in accordance with Section 7 of the DGR.
UN Specification Packaging	UN packaging meeting PG II performance standards	1. UN Specification Package is not required, but the packaging must be capable of withstanding a 1.2m drop test. 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours.
Different DGs Packed in one outer package	Cells and batteries must not be packed in the same outer packaging with dangerous goods classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.	Cells and batteries must not be packed in the same outer packaging with dangerous goods classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.
Overpack	1. Requirements indicated on Sections 5 and 7 of the DGR must be met. 2. Packages containing cells and batteries must not be placed in an overpack with DGs classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.	1. Requirements indicated on Sections 5 and 7 of the DGR must be met. 2. Packages containing cells and batteries must not be placed in an overpack with DGs classified in Class 1 other than Division 1.4S, Division 2.1, Class 3, Division 4.1 or Division 5.1.
Shipper Loaded ULD	Not Acceptable	Not Acceptable
IMP CODE	RBM	RBM

UN3091 PI969	Section I	Section II
Quantity Limitations	Number of cells or batteries must not exceed the number required for equipment's operation plus 2 spare sets, and Max net quantity of lithium metal cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg; - For Cargo Aircraft only : 35kg	Number of cells or batteries must not exceed the number required for equipment's operation plus 2 spare sets, and Max net quantity of lithium metal cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg; - For Cargo Aircraft only : 5kg
Declaration	Required	Not Required
AWB	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" must be shown on the AWB.	The statement "Lithium metal batteries in compliance with Section II of PI969" must be shown on the AWB. (Different lithium battery types and/or packing instructions may be combined into a single statement)
Labelling Marking [Note 1]	1. Class 9 battery label shall be attached. 2. Marking requirements as dangerous goods shall be met in accordance with Section 7 of the DGR.	1. Battery mark shall be attached. 2. Marking requirements as Overpack under Section II of PI969 shall be met, if applicable.
Package	UN Specification Packaging is required, which shall be prepared in accordance with either of the following packagings; 1. Cells and/or batteries must be completely enclosed in inner packagings, then placed in a packaging meeting the Packing Group II performance standards, then placed with the equipment in a strong, rigid outer packaging. 2. Cells and/or batteries must be completely enclosed in inner packagings, then placed with equipment in a packaging meeting Packing Group II performance standards. (For passenger flight, cells and batteries must be surrounded by cushioning material that is non-combustible and non-conductive and being placed in either the metal intermediate or metal outer packaging)	1. UN Specification Packaging is not required, but the packaging must be capable of withstanding a 1.2m drop test. 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours. 3. Cells and/or batteries must be completely enclosed in inner packagings, then placed in a strong, rigid outer packaging, or with equipment in a strong, rigid outer packaging.
Overpack	Requirements indicated on Sections 5 and 7 of the DGR must be met.	1. Requirements indicated on Section 5 and 7 of the DGR must be met. 2. (1) The packages must be secured within the overpack. (2) The intended function of each package must not be impaired by the overpack.
Shipper Loaded ULD	Not Acceptable	Acceptable
IMP CODE	RLM	ELM

UN3091 PI970	Section I	Section II	Section II
Quantity Limitations	Max quantity of lithium content per cell and per batteries : - For cells, a lithium content of 12g; and - For batteries, a lithium content of 500g AND Max net quantity of lithium metal cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg - For Cargo Aircraft only : 35kg	Max net quantity of lithium metal cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg - For Cargo Aircraft only : 5kg	Max net quantity of lithium metal cells or batteries per package must not exceed the followings: - For Passenger Aircraft : 5kg - For Cargo Aircraft only : 5kg
Declaration	Required	Not Required	Not Required
AWB	The statement "Dangerous goods as per associated shipper's declaration" or "Dangerous goods as per associated DGD" must be shown on the AWB.	The statement "Lithium metal batteries in compliance with Section II of PI970" must be shown on the AWB. (Different lithium battery types and/or packing instructions may be combined into a single statement)	Not Required (Statement of Section II must not be shown on the AWB)
Labelling Marking [Note 1]	1. Class 9 battery label shall be attached. 2. Marking requirements as dangerous goods shall be met in accordance with Section 7 of the DGR.	1. Battery mark shall be attached. 2. Marking requirements as Overpack under Section II of PI970 shall be met, if applicable.	Not Required
UN Specification Packaging	1. UN Specification Package is not required 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours	1. UN Specification Package is not required 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours	1. UN Specification Package is not required 2. Package must be capable of withstanding, without damage to the cells or batteries contained therein and without any reduction of effectiveness of the package, if a force is applied to the top surface equivalent to the total weight of identical packages stacked to a height of 3 m (including the test sample) for a duration of 24 hours
Overpack	Requirements indicated on Sections 5 and 7 of the DGR must be met.	1. Requirements indicated on Sections 5 and 7 of the DGR must be met. 2. (1) The packages must be secured within the overpack. (2) The intended function of each package must not be impaired by the overpack.	1. Requirements indicated on Sections 5 and 7 of the DGR must be met. 2. (1) The packages must be secured within the overpack. (2) The intended function of each package must not be impaired by the overpack.
Shipper Loaded ULD	Not Acceptable	Acceptable	Acceptable
IMP CODE	RLM	ELM	-

[Note 1] **Class 9 battery label**, CAO label, and **battery mark** must not be folded on different faces of the package.

[Note 2] Except for button cells installed in equipment (including circuit boards), manufacturers and subsequent distributors of cells or batteries manufactured after 30 June 2003 must make available the test summary as specified in the UN Manual of Tests and Criteria, Part III, sub-section 38.3, paragraph 38.3.5.