



AIR FREIGHT TO TROLL AIRFIELD (TAF)



Instructions
Cargo shipments
Dangerous goods (DG)

Version 2.2/2025

Contents

INTRODUCTION	3
1. GENERAL INFORMATION	4
1.1 Description	4
1.2 Deadlines	4
1.3 Personal luggage	5
1.4 Maximum weight and cargo dimensions	5
1.5 Marking of cargo	6
1.6 Return freight from TAF	6
2. DANGEROUS GOODS	7
2.1 Documentation	7
2.2 Batteries	8
2.3 Lithium and sodium batteries	10
2.4 Screening	12
3. DELIVERY AND PRICES	13
3.1 Deliveries from abroad via Oslo/Cape Town - customs clearance	13
3.2 Documentation requirements	13
3.3 Prices	13
3.4 Delivery addresses	14
4. Appendices	15
Appendix A – Safety data sheet (SDS)/ Material safety data sheet (MSDS)/Produktdatablad:	15
Appendix B – Shipper’s declaration (SD):	16
Appendix C – UN38.3 Lithium/Sodium battery test summary report	17
Appendix D – State of charge (SoC)	18

INTRODUCTION

This document is for you who are responsible for cargo shipments to Troll. Remember – it is your duty to ensure that any package shipped complies with applicable regulations and these instructions, and to ensure that any package containing dangerous goods is handled in accordance with IATA's (International Air Transport Association) regulations for dangerous goods. This document should not be seen as a substitute for IATA DG regulations, it should only be used as a supplement.

We who work with Trollflights are 100% focused on your safety, the safety of other passengers and the crew, but you are responsible for what you are going to send. IT IS IMPORTANT that you read these instructions carefully and follow the instructions given here and in other documents that are distributed, as well as follow the advice given by us who work with this on a daily basis. This is to ensure that both you, your cargo and/or personal luggage arrive safely and on time at Troll.

The captain of the plane has the full right to refuse loading of DG cargo even if all the rules have been followed. They can set stricter requirements than what the IATA regulations say, but can never compromise with the regulations.

It is therefore very important to have dangerous goods cleared in good time before departure!

Definitions:

Luggage – only personal belongings of passengers traveling on the same plane

Cargo – All other shipments that are not for personal use or where the passenger is not physically on the plane

Cell – A single device that produces electrical energy through a chemical reaction. Simply explained, it consists of a plus pole, a minus pole with a chemical substance in between. 1 cell typically provides about 1.5 volts (ex. AA battery)

Battery – A collection of cells, either in series or parallel, to achieve the desired voltage and capacity, often to achieve the desired performance for specific applications. For example, a 9 V battery consists of 6 cells of 1.5 V

In this document, the common term battery is used, except where we must distinguish between cell and battery

1. GENERAL INFORMATION

The regulations are changed up to several times a year based on undesirable incidents, which leads to stricter or new rules for dangerous goods on flights. This means that we are required to have even stricter controls from the airlines with regard to cargo and baggage to avoid that dangerous goods that are not approved for transport on passenger aircraft or allowed in checked baggage end up in the cargo hold of our flights.

Packages that are stopped during screening due to the discovery of or suspicion of dangerous goods will NOT be loaded on the applicable flight and the Norwegian Polar Institute (NP) has no responsibility for clearing such goods in a timely manner.

This instruction applies to all cargo and baggage transported by air to Troll Airfield (TAF) in Antarctica. The instruction should be read carefully. Remember that all our flights are carried by passenger aircraft, and the rules for this type of flight apply.

1.1 Description

SUMMARY:

- Register **ALL** cargo and **luggage** using the "Cargo booking form».
- All dangerous goods (DGR) must be reported in accordance with chapter 2 of this document. This includes all types of batteries.
- All cargo and luggage will be screened prior to loading. - Unregistered dangerous goods or prohibited goods will be stopped and it will NOT be loaded onto the aircraft.
- Personal luggage is cargo. In order to be loaded in the cabin, if needed, it must be packed in soft bags. If any other types of bags are used, it must be specified on the "Cargo booking form" when registering cargo.
- **IMPORTANT** Return freight must also be registered using the "Cargo booking form" no later than one week prior to departure.

PLEASE ENSURE THAT ALL FORMS AND DOCUMENTATION IS IN ENGLISH

1.2 Deadlines

Everything sent to, from or via Troll Airfield (TAF) must be registered in the form "Cargo - booking form". It is important that the information provided on this form is correct, as the information provided is used by the airlines to calculate weight/balance when loading onto the aircraft. If the final weight/dimensions are not known at the time of registration, "Estimated weight" or "Estimated Volume" must be entered in the comments field. The absolute deadline for reporting actual weight and dimensions is within 10 days before departure.

Send the form to:Lisbeth.dalberg@npolar.no

With copy to:

trollflights@npolar.no**Deadlines:**

NP fly nr	Tidsfrist registrering cargo	Frist levering Tromsø	Frist levering Oslo**	Frist levering Cape Town	Avgang OSL	Frist registrering returfrakt	Ankomst Troll	Retur til
F1	09.10.2025	16.10.2025	24.10.2025	28.10.2024	31.10.2025	27.10.2025	03.11.2025	CPT/PRG
F2	23.10.2025	30.10.2025	07.11.2025	11.11.2025	14.11.2025	10.11.2025	17.11.2025	OSL
F3	21.11.2025	27.11.2025	05.12.2025	10.12.2025	13.12.2025	08.12.2025	15.12.2025	OSL
F4	24.12.2025	05.01.2026	12.01.2026	15.01.2026	19.01.2026	12.01.2026	21.01.2026	OSL
F5	02.02.2026	10.02.2026	18.02.2026	18.02.2026	24.02.2026	16.12.2026	26.02.2026	OSL

Note:

- There will be additional charges for registration of cargo after the deadline.
- Dangerous goods are not considered registered until all documents have been received in English version!
- All our flights have restrictions of the total weight and volume. We cannot guarantee that all registered cargo will be loaded due to capacity constraints and the cargo will be loaded in order of registration.

1.3 Personal luggage

Personal check-in luggage is also registered as cargo using the "Cargo booking form".

The maximum weight per bag is 23 kg, and luggage must be packed in soft bags unless otherwise agreed and stated in the cargo booking form.

Unless otherwise agreed and registered in the "Cargo booking form" it is ONE luggage per passenger.

Personal luggage that does not meet the above requirements at check-in and is not registered in advance will be invoiced the highest price. There is no guarantee that such luggage will be loaded. It depends on the available cargo capacity.

Luggage must be clearly marked with name, mobile phone number and flight number. At check-in the luggage will be marked with tags provided by the Norwegian Polar Institute (NPI).

1.4 Maximum weight and cargo dimensions

The maximum package weight is 75 kg. This is due to manual cargo handling. In exceptional cases, special arrangements can be made but this must be specifically agreed in advance and no later than deadline of registration.

The maximum package dimensions will vary depending on type of aircraft. It is the total volume that will determine whether it is possible to load larger packages.

Cargo with one side exceeding the stated dimensions below must be specifically cleared and approved for transport:

Length = 200 cm Width = 110 cm Height = 85 cm

All cargo must be marked with labels provided by NPI. The labels contain a color code for the respective stations, an individual number and the name of the contact person/recipient.

The labels will be sent as a PDF file by e-mail. These labels should ideally be printed on waterresistant label, in colour and in a minimum size of A5. These labels **MUST** be applied to all consignments prior to delivery.

1.5 Marking of cargo

Example:



PLEASE MAKE SURE THE BARCODE IS FULLY READABLE FOR THE SCANNER!

The same instructions and rules apply for return cargo. Return freight must be registered at least 7 days prior to departure.

1.6 Return freight from NPI

Dangerous goods should preferably be returned by boat. We are unable to inspect shipments containing DG at Troll. Batteries can be returned if they meet the requirements, broken batteries are not allowed at all and must be sent with boat. DG in hazard classes 1-8 that require a shippers declaration can only be returned by boat!

All goods from Troll must be cleared by customs before arrival at the unloading point (Cape Town, Oslo or other destination). External parties must arrange their own customs clearance of their cargo upon arrival in Norway.

For NPI project's cargo, the pro forma invoice for each consignment must be submitted to NP OLA for joint customs clearance. The cargo will only be forwarded when released by Norwegian Customs.

2. DANGEROUS GOODS

Our flights are subject to the same aviation regulations as all other commercial passenger flights. Which means that we must follow IATA's "Dangerous goods regulations (DGR)". Dangerous goods are any product that entails a risk of damage to health, the environment and material assets. For example:

All types of batteries, paint, soap in large quantities, matches, lighters, gas cartridges, spray cans, research alcohol etc.

Note that alcohol for private consumption is not allowed and the cargo will be stopped.

Dangerous goods are defined in nine hazard classes:

- 1 – Explosives**
- 2 – Gases**
- 3 – Flammable liquids**
- 4 – Flammable solids**
- 5 – Oxidants/Organic peroxides**
- 6 – Toxic substances**
- 7 – Radioactive substances**
- 8 – Corrosive substances**
- 9 – Miscellaneous dangerous substances**

All products defined as dangerous goods must have a material safety data sheet (MSDS or SDS), with the exception of Lithium and Sodium batteries. The data sheets are standardised and for example section 14, will contain information about approved transport routes (sea, road or air (passenger and cargo aircraft, cargo aircraft only (CAO) or total ban on air shipment)) and the required hazard marking of the consignment. Any requirements for additional documentation as well as how it should be packed will also appear from the MSDS.

For lithium-ion, lithium-metal and sodium-ion batteries, a test summary (UN38.3) must be provided showing that the battery has been tested and approved. . Since July 2003, all manufacturers and distributors have been required to have this document and to present it to their customers upon request.

NB – new from season 2025/2026 – all Lithium Ion and Sodium Ion batteries can be charged to a maximum of 30% capacity. In addition to the UN38.3 report, a "State of Charge declaration" (SoC) must be delivered where the sender confirms that this requirement has been met.

Be prepared for inspection before loading, it is important that the unit with batteries is easily accessible for such inspection

2.1 Documentation
Since 1 January 2020, IATA requires this information to be provided upon request. **To avoid delays in approving shipments containing such batteries, NPI requires these documents to be submitted together with the cargo registration form and MSDS.**

All dangerous goods must be approved by the airline and all documentation must be in English. It must be submitted to NPI at the same time as cargo registration for approval.

- Material Safety data sheets (MSDS/SDS) for all products that are or considered to be dangerous goods - Appendix A (Does not apply for Lithium Ion/Metall or Sodium Ion)
- Shipper's declaration (DGD) if required by MSDS/SDS **Note:** Only DGDs issued by a certified company will be accepted – Appendix B
- UN38.3 Lithium batteries test summary – applies to ALL types of lithium/sodium batteries - Appendix C
- State of charge (SoC) declaration that Li-Ion and Sodium Ion are max charged to 30% - Appendix D

Cargo containing any types of batteries, must be reported to NPI.

The package must be marked with a battery label with the associated UN number, ref MSDS.

2.2 Batteries

Packing instruction and type of class must be specified in the cargo booking form.

Proper shipping	Korrekt forsendelsesnavn og beskrivelse	Fareklasse	Pakke instruks og maks vekt
UN2794	Batterier, våte, fylt med syre	8	PI870 - 30 kg
UN2795	Batterier, våte fylt med alkali	8	PI870 - 30 kg
UN2800	Batterier, våte, lekkasjefrie	8	PI872
UN3028	Batterier, tørre, inneholder fast kaliumhydroksid	8	PI871 - 25 kg
UN3090	Lithium-metall batterier løse	9	CAO*
UN3091	Lithium-metall batterier i utstyr eller Lithium-metallbatterier pakket med utstyr	9	PI970 - 5 kg PI969 - 5 kg
UN3292	Batterier, inneholder natrium	4.3	CAO*
UN3480	Lithium-ion batterier løse	9	CAO*
UN3481	Lithium-ion batterier i utstyr eller lithium-ion batterier pakket med utstyr	9	PI967 - 5 kg PI966 - 5 kg
UN3551	Sodium-ion batterier løse	9	CAO*
UN3552	Sodium-ion batterier i utstyr eller sodium-ion batterier pakket med utstyr	9	PI977 - 5 kg PI978 - 5 kg

* CAO – Cargo Aircraft Only

For shipments containing batteries, the following information must be specified on the cargo registrations column C:

- What the package generally contains
- Type of battery/cell
- Weight and number of batteries/cells and total amount of same type in the package
- Li-/Sodium ION : Wh rating (Ah * V = Wh alternatively (mAh * V)/100 = Wh
- Li-MET: Gram of lithium per battery/cell

In addition you must add

- UN+4 digit entered in column L
- Information about "special provisions" and/or "packing instructions" as well as the applicable "section" - is entered in column M.

TYPE AND SIZE	Configuration	Permitted in hand baggage?	Permitted in checked baggage?	Is the permission of the airline needed?	Special requirements
Li-Ion / Sodium Ion < 100 Wh**	Fitted in device	Yes	Forbidden	No	
	Spare battery*	Yes	Forbidden	No	
	Powerbank*	Yes	Forbidden	No	
Li-Ion / Sodium Ion >100 til ≤ 160 Wh**	Fitted in device	Permission required	Forbidden	Yes	Maximum 2 spare batteries per unit allowed!
	Spare battery*	Permission required (Max 2)	Forbidden	Yes	
	Power bank*	Permission required	Forbidden	Yes	
Li-Ion / Sodium Ion > 160 Wh**	Fitted in device	May not be carried in hand luggage! not be carried in checked baggage!			
	Spare battery*				
	Power bank*				
Lithium Metal Battery > 2 g Celle > 1 g	Fitted in device	Yes	Forbidden	No	
	Spare battery*	Yes	Forbidden	No	
	Powerbank*	Yes	Forbidden	No	
Non-Spillable < 12 V eller < 100 Wh	Spare battery*	Yes	Forbidden	No	Maximum 2 spare batteries allowed per passenger!
Nickel-metal hydride and Dry batteries	Spare battery*	Yes	Forbidden	No	
Total per person and FOR PRIVATE USE ONLY - Max 15 units with fixed or detachable and up to 20 loose/spare batteries					
* Spare batteries and power banks MUST be secured against short circuits - place only 1 unit in separate ziplock bags.					
**How to calculate Wh: $V \cdot Ah = Wh$ Conversion mAh to Wh: $V \cdot mAh / 1000 = Wh$					
Brief explanation of Lithium batteries: Li-ion and Sodium-Ion are rechargeable, while Li-metal is not rechargeable.					

Clarification – battery fitted in equipment versus battery packed with equipment:

Batteries fitted in equipment:

Machines, instruments, etc. where the battery has been physically installed in the device.

For example: Power tools, shavers and PCs.

Batteries packed with equipment:

Batteries that are physically separated from the equipment, but in the same package.

For example: Power tools where the battery has been removed from the device or where an extra battery has been included in a box with a power tool fitted with a battery.

Packing of batteries

Regardless the type of batteries to be shipped or carried as handluggage, the terminals must be protected to prevent short circuits.

If the battery is fitted in the equipment, make sure that the equipment is switched off and that any on/off switches are protected from accidental activation. Even simple devices such as torches can generate dangerous amounts of heat if they are switched on.

If the battery is packed with equipment, the terminals must be protected by covering them completely with insulating, non-conducting material. It is best to place each battery in a separate ziplock bags.

Pack the batteries so that they cannot be crushed, damaged or move during transport.

Always keep metal objects and any other materials that could short-circuit the terminals away from batteries. I.e. if packed in a Zarges box, the batteries should be placed in a separate inner box.

The packaging used for packing must be approved, alternatively testing must be carried out by the sender to check that the packaging can withstand the load. Such a test consists of filling the packaging with a weight equivalent to the battery/equipment to be sent, drop testing this 10 times from a height of 1.2 m and then placing it at the bottom of a 3 m tower with equivalent boxes/weight.

This test must be documented, i.e. a film of the testing must be presented if the airline requires it. Alternatively, there is packaging that has been approved in a test laboratory, these can be obtained on request from NP at the logistics coordinator.

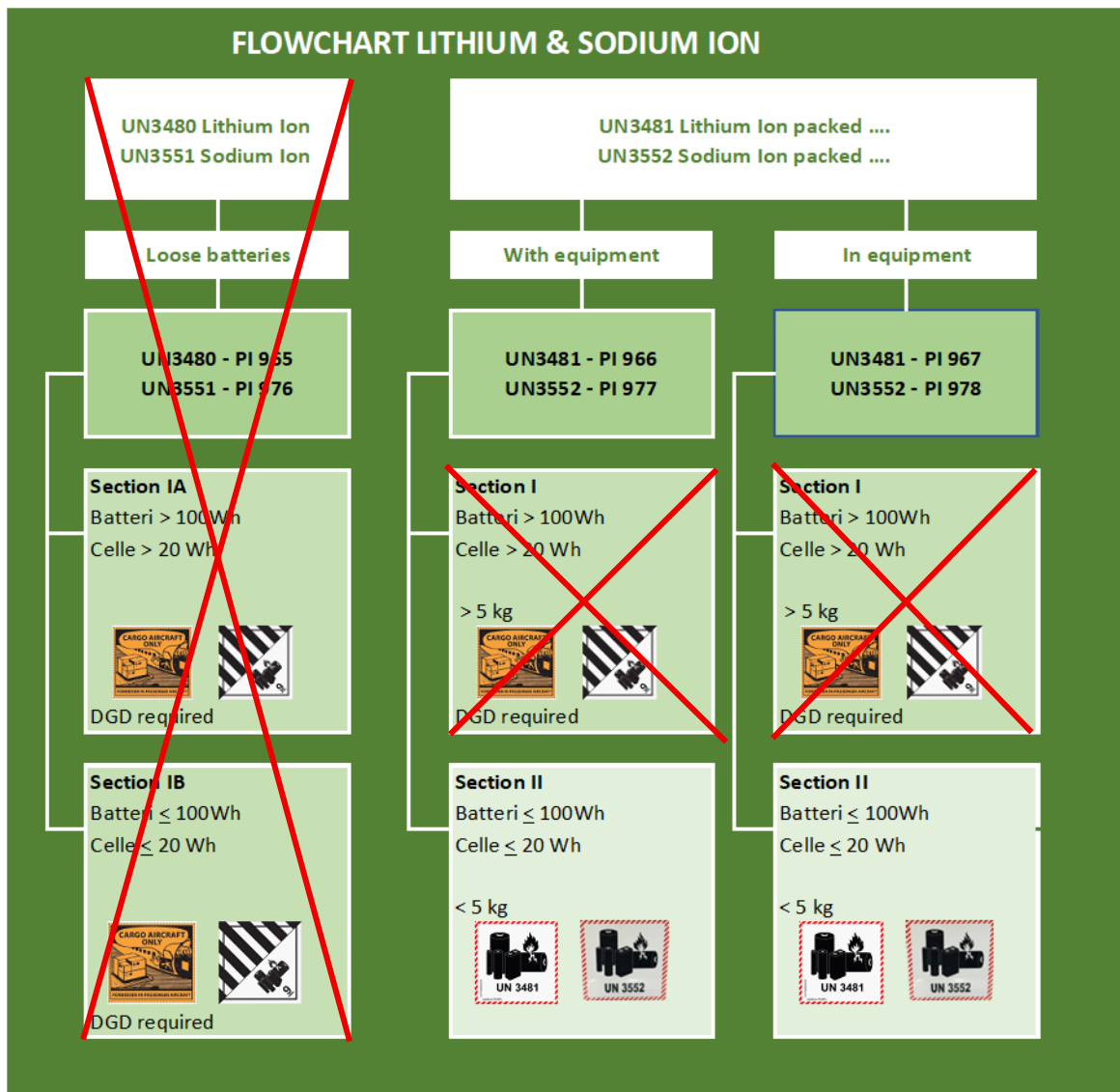
2.3 Lithium and sodium batteries

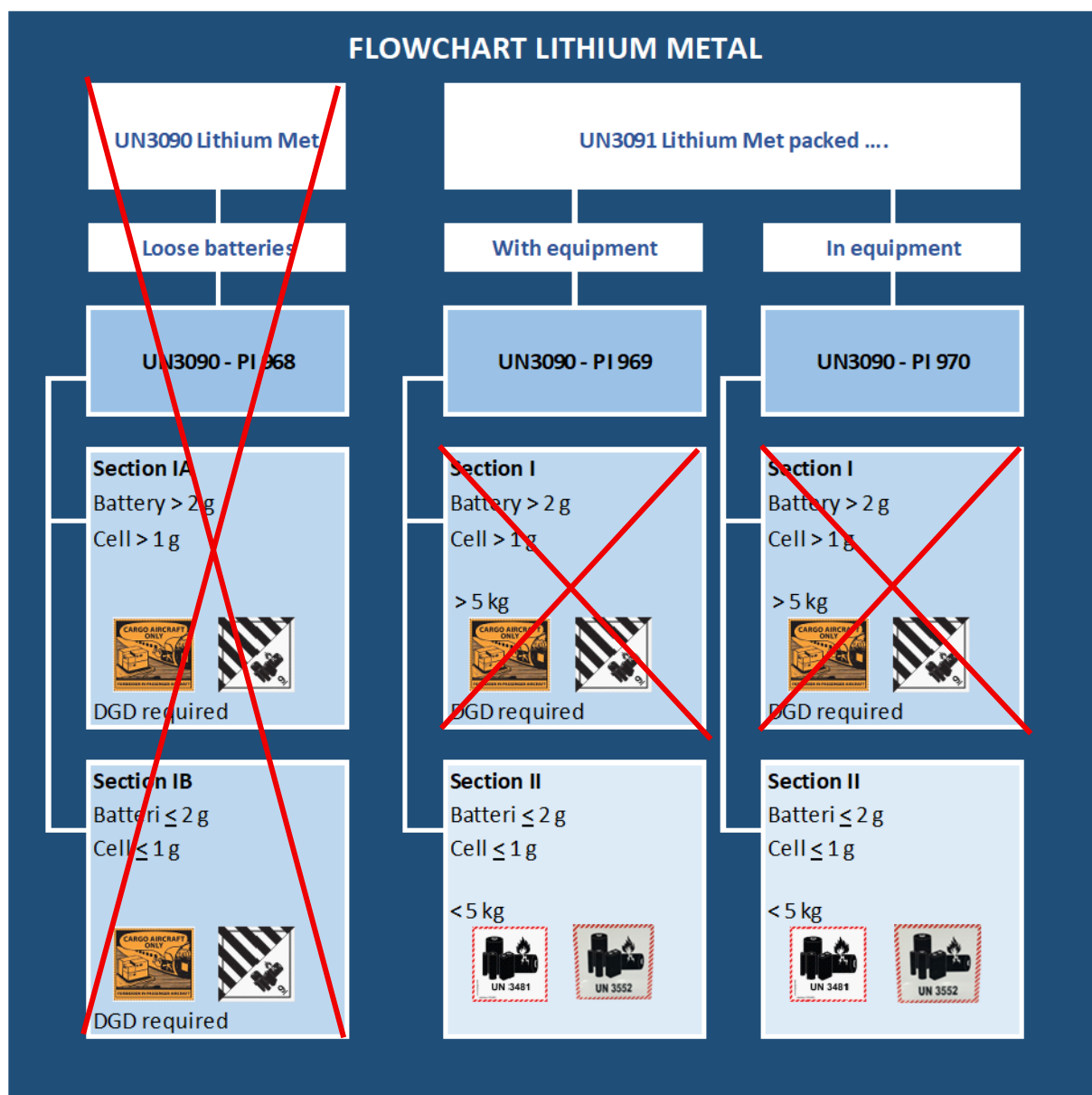
Lithium and sodium batteries are high-risk for air transport and require special handling. Therefore, it is extremely important that all cargo containing batteries is known and handled in accordance with the regulations. For lithium and sodium batteries, follow UN38.3 Test summary and IATA's instructions for lithium/sodium batteries on passenger aircraft. For the upcoming season, there will be a new requirement that they are charged at a maximum of 30% of total capacity, which you as the sender must confirm by signing and submitting the "State of charge" (SoC) form. Airlines will approve batteries for shipment based on the information provided.

Lithium/sodium batteries and/or cells that have been modified or connected in any way to new battery cells must undergo testing by an approved laboratory and a test report must be sent to us prior to shipping.

Batteries that are only approved for transport by cargo aircraft (CAO) must be shipped by sea! **NO EXCEPTIONS TO THIS RULE!**

Please have a look at the flow chart below regarding lithium-ion batteries and lithium-metal batteries concerning what is approved for shipment by passenger aircraft and the marking of consignments:





Field crossed out – cargo aircraft only. Not applicable to Troll as we only have passenger aircrafts.

All cargo and luggage will be screened. Therefore NPI must be informed of anything that could appear suspicious or is considered to constitute dangerous/high-risk cargo.

Alcohol for private consumption is not allowed to Troll Research Station. All cargo and luggage containing non approved alcohol will be stopped.

Cargo and luggage containing dangerous goods not reported and cleared in advance will not be loaded.

3. DELIVERY AND PRICES

All cargo must be delivered within the deadlines specified in section 1.3.

Cargo delivered after deadline will be subject to a charge of EUR 100/unit for the additional work caused by late delivery. If late delivery causes external parties to incur additional costs outside NPI's control as a direct result of late delivery, all costs + a 15% fee for extraordinary handling will be invoiced.

3.1 Deliveries from abroad via Oslo/Cape Town - customs clearance

All customs clearances, etc. must be fully clarified AND completed before the goods is delivered for transport to Antarctica. That means that all shipments must be released by Norwegian Customs or South African customs and all import/export documents (T1) and confirmation of goods received must be handled by the sender.

Suppliers must be made aware that Norway or South Africa is not the final destination of the shipment, and that all cargo shipped via Norway or South Africa must be clearly marked in the customs paperwork as "In Transit to Antarctica" by chartered aircraft from Norway via South Africa.

Neither NPI nor any of our handlingagents at respective airports are freight forwarders and cannot handle this for you!

3.2 Documentation requirements

The following documents are required and must be submitted by the deadlines:

- Cargo list – "Cargo booking form".
- Pro forma invoice.
- Material Safety Data Sheet (MSDS) must accompany all products defined as dangerous goods in accordance with section 2 and associated subsections.
- Shipper's declaration – in accordance with the MSDS – issued by certified DGR specialists who have packed the delivery according to the specifications provided in IATA DG Regulations.
- UN 38.3 Lithium batteries Test summary report must accompany all lithium batteries, both ion and metal.
- State of charge (SoC) for lithium-/Sodium Ion and Lithium metall batteries
- Import licence from the recipient country for imports of research samples (geological, animal, and biological samples) for samples sent from Antarctica.

3.3 Prices

Have look at the current price list for cargo and baggage registered within the deadline.

After deadline of registration, the price increases by 150% up to one week prior to departure. After that, the price will increase by 300%.

All packages that include dangerous goods as defined in the IATAS Dangerous Goods Regulations will have a surcharge of EUR 10/kg weight/volumetric weight.

Registration is only considered complete when all required documents regarding DGR are received, and this date will set the price of the specific item.

We use a volume weight/actual weight pricing model, and cargo price will be the highest value of volume weight or actual weight.

The following formula is used to calculate volume weight:

- *Total volume (LxWxH) converted to cubic decimetres (dm³). Divide the total by 3.5*
- *The total that is obtained is the volume weight*

ALL REGISTERED CARGO INCLUDING LUGGAGE WILL BE INVOICED AFTER THE END OF THE SEASON!!

4. Appendices - Examples for Paperwork

	Safety Data Sheet	HACH LANGE GmbH
according to Regulation (EC) No 1907/2006		
LCK 339 Nitrat/Nitrate, Sample cuvette, 1/2		
Revision date: 01.03.2022	Product code: LCK339-1	Page 1 of 10
Creation date: 31.01.2005		

SECTION 1: Identification of the substance/mixture and of the company/undertaking

1.1. Product identifier
LCK 339 Nitrat/Nitrate, Sample cuvette, 1/2
UFI: TMR4-DFEX-080N-SQG5

1.2. Relevant identified uses of the substance or mixture and uses advised against
Use of the substance/mixture
Water analysis

1.3. Details of the supplier of the safety data sheet
Company name: HACH LANGE GmbH
Street: Wilstüsterstr. 11
Place: D-40549 Düsseldorf
Telephone: +49 (0)211 5288-383
e-mail: SDS@hach.com
Internet: www.hach.com



SECTION 14: Transport information

Land transport (ADR/RID)

Revision No: 2,8 GB = EN Print date: 21.06.2022

	Safety Data Sheet	HACH LANGE GmbH
according to Regulation (EC) No 1907/2006		
LCK 339 Nitrat/Nitrate, Sample cuvette, 1/2		
Revision date: 01.03.2022	Product code: LCK339-1	Page 8 of 10
Creation date: 31.01.2005		

Air transport (ICAO-TI/IATA-DGR)

14.1. UN number:	UN 3316
14.2. UN proper shipping name:	CHEMICAL KIT
14.3. Transport hazard class(es):	9
14.4. Packing group:	II
Hazard label:	9



Special Provisions:	A44 A163
Limited quantity Passenger:	1 kg
Passenger LC:	Y960
Excepted quantity:	E0
IATA-packing instructions - Passenger:	960
IATA-max. quantity - Passenger:	10 kg

Revision No: 2,8 GB = EN Print date: 21.06.2022

SHIPPER'S DECLARATION FOR DANGEROUS GOODS						
Shipper DGM OSLO AS HOVINMOVEGEN 14 2050 Gardermoen NORWAY +47 95253300				Air Waybill No. Page 1 of 1 Pages Shipper's Reference No. 6596 / Norsk Polarinstitutt (optional)		
Consignee NORSK POLARINSTITUTT FAKTURAMOTTAK DFØ POSTBOKS 4746 TORGARDEN 7465 TRONDHEIM NORWAY				 DGM Office © 1995-2022		
Two completed and signed copies of this Declaration must be handed to the operator.				WARNING Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.		
TRANSPORT DETAILS This shipment is within the limitations prescribed for: (delete non-applicable) PASSENGER AND CARGO AIRCRAFT ☒ CARGO AIRCRAFT ONLY						
Airport of Departure (optional): OSLO				Shipment type: (delete non-applicable) ☒ NON-RADIOACTIVE RADIOACTIVE		
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification				Quantity and Type of Packing	Packing Inst.	Authorization
UN or ID No.	Proper Shipping Name	Class or Division (subsidiary hazard)	Packing Group			
UN 3316	CHEMICAL KIT	9	II	1 Fibreboard box x 1 kg	960	
Additional Handling Information 24 Hour Emergency contact Phone Number: 011 47 9525 3300 (USA/Canada only) +47 9525 3300 (Other countries) Transport in accordance with ADR 1.1.4.2.1						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name of Signatory Kim Daniel Dugan/DG Consultant Date Gardermoen, 28. November 2022 Signature (see warning above)		
Copyright © 1995 - 2022 DGM Office B.V., www.DGMOffice.net						

Lithium Battery Test Summary / UN38.3 試験結果要約

Product manufacturer PT. Panasonic Gobel Energy Indonesia
Address/住所 Jl. Teuku Umar Km. 44, Cikarang Barat Bekasi 17530, Jawa Barat - Indonesia
Telephone/電話番号 -
e-mail un38.3_microbattery@ml.jp.panasonic.com
URL <https://www.panasonic.com/global/energy.html>
Test laboratory Panasonic Energy Co., Ltd. (Changed from Panasonic Corporation.)
Address/住所 1-1 Matsushita-cho, Moriguchi City, Osaka 570-8511, Japan
Telephone/電話番号 +81-80-9932-3190 (JST Working hours)
e-mail un38.3_microbattery@ml.jp.panasonic.com
URL <https://www.panasonic.com/global/energy.html>

Description of Product / 製品情報

Model Number/品番 CR2U
Type/タイプ Lithium metal cell
Physical description/物理特性 Non-rechargeable, Cylindrical
Mass/質量 11 g
Lithium content/リチウム含有量 0.33 g
Watt-hour rating/ワット時定格値 Not applicable
Nominal Voltage/公称電圧 3.0 V
Nominal Capacity/公称容量 1000 mAh

Test Results / 結果

Identification number/番号 CP0052-1
Date of test report/レポート発行日 2016-12-27
Reference edition/参照 UN Manual of Tests and Criteria, Revision 5 with Amendment 2

UN Manual of Tests and Criteria 国連勧告テスト判定基準	Results 結果	Remarks 備考
T1: Altitude simulation / 高度シミュレーション	Pass / 合格	
T2: Thermal Test / 温度試験	Pass / 合格	
T3: Vibration / 振動	Pass / 合格	
T4: Shock / 衝撃	Pass / 合格	
T5: External short circuit / 外部短絡	Pass / 合格	
T6: Impact / 衝突、Crush / 圧壊	Pass / 合格	Crush / 圧壊
T7: Overcharge / 過充電	-	for rechargeable batteries only / 充電式電池のみ
T8: Forced discharge / 強制放電	Pass / 合格	

Hereby we certify that this model of Lithium battery meets the requirements of each test in the UN Manual of Tests and Criteria Part III, sub-section 38.3. 上記テストは国連勧告テスト (Manual of Tests and Criteria, Part III, sub-section 38.3.) に従い確認された結果であることを証明致します。

Name and Title: Jiro Okamoto / Manager
Energy Device Business Division

Date this document was generated: 2025-07-01



STATE OF CHARGE DECLARATION FOR BATTERIES

TO BE FILLED IN BY CUSTOMER

Date :
Battery (Make / Model) :
Equipment (Make / Model) : ☐ Not Applicable
Company Name :
Name :
Signature :

ABOVE MENTIONED COMPANY CONFIRMS THAT SHIPMENT COMPLIES TO

All below selected batteries in the shipment has a State of Charge (SoC) of maximum 30% of the capacity of the batteries.

- ☐ UN 3480 Lithium Ion batteries - PI 965 – Section I and/or IB
- ☐ UN 3481 Lithium Ion batteries **packed** with equipment – PI 966 Section I and/or II *
- ☐ UN 3481 Lithium Ion batteries **contained** with equipment – PI 967 Section I and/or II *
- ☐ UN 3551 Sodium Ion batteries – PI 976
- ☐ UN 3556 Vehicle Lithium Ion battery powered *
- ☐ UN 3557 Vehicle Lithium Metal battery powered *
- ☐ UN 3358 Vehicle Sodium Ion battery powered *

Make sure that you have available a copy of the UN 38.3 Test Summary Report according to the UN Manual of Test and Criteria, Part III, subsection 38.3

**until 31-12-2025 this is a recommendation, as from 1-1-2026 this is mandatory!*

By signing this document, Dangerous Good Management AS cannot be held responsible for any delay and any additional costs that might be charged by a third party, due to an incident, accident, non-compliance if the batteries are exceeding the mentioned SoC. Additional charges, fines etc. from i.e. airlines, handling agents, local authorities etc., due to non-compliance with the SoC to DGM, will be for the account of the customer.

Taking the Danger out of Dangerous Goods

Operations ♦ Consultancy ♦ Training ♦ Packaging ♦ Products