

Battery Guidance Document

Transport of UN 3496, Batteries, nickel-metal hydride

Revised for the 2026 Regulations

Introduction

This guidance document is provided by IATA to address the difficulties experienced by parties shipping and/or accepting UN 3496, **Batteries, nickel metal hydride** and equipment containing nickel-metal hydride batteries by air transport.

Background

Originally, Nickel Metal Hydride batteries were considered, in air transport, to be subject to the same provisions as for **batteries, dry**. The term **batteries, dry** is defined in Appendix A of the IATA Dangerous Goods Regulations (DGR) and also has reference to Special Provision A123. The only requirement was that these batteries were to be packed in inner packagings in such a manner as to effectively prevent short circuits and to prevent movement which could lead to short circuits.

Whilst the UN number and proper shipping name of UN 3496, **Batteries, nickel-metal hydride** existed in the UN Model Regulations; this entry was only regulated as a dangerous good in international maritime transport. UN 3496 was not included in the ICAO Technical Instructions or the IATA Dangerous Goods Regulations (DGR), until the 55th edition of the DGRs.

The introduction of UN 3496, **Batteries, nickel-metal hydride** into the DGRs was to ensure the list of dangerous goods was complete and aligned to the list of UN numbers in the UN Model Regulations. Special Provision A199 was added to reflect packing considerations and to not impose additional requirements.

Transport by Air

Nickel-metal hydride batteries may be shipped by air transport. The batteries are considered "Not Restricted" provided that the shipper complies with the requirements of Special Provision A199. The shipper or freight forwarder must correctly indicate the required text on the air waybill, when an air waybill is used, as shown in Figure 1. The UN Number "UN 3496" is not a UN Number used in air transport and should not be used in association with the description of the goods.

A199 *Nickel-metal hydride batteries or nickel-metal hydride battery-powered devices, equipment or vehicles are not subject to these Regulations provided they are prepared for transport so as to prevent:*

- a. a short circuit (e.g. in the case of batteries, by the effective insulation of exposed terminals; or, in the case of equipment, by disconnection of the battery and protection of exposed terminals); and*
- b. unintentional activation.*

Devices such as radio frequency identification (RFID) tags, watches and temperature loggers, which are not capable of generating a dangerous evolution of heat, may be transported when intentionally active.

When active, these devices must meet defined standards for electromagnetic radiation to ensure that the operation of the device does not interfere with aircraft systems. The devices must not be capable of emitting disturbing signals (such as buzzing alarms, strobe lights, etc.) during transport. The words "Not Restricted" and the Special Provision number must be included in the description of the substance on the Air Waybill as required by 8.2.6, when an Air Waybill is issued.

| Airport of Destination | | Requested Flight/Date | | Amount of Insurance | | INSURANCE – If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance". | |
|------------------------|--------------|-----------------------|----------------------------------|---------------------|---------------|---|---|
| Handling Information | | | | | | | SCI |
| No. of Pieces RCP | Gross Weight | kg lb | Rate Class Commodity Item No. | Chargeable Weight | Rate / Charge | Total | Nature and Quantity of Goods (incl. Dimensions or Volume) |
| | | | | | | | Nickel-metal hydride batteries "Not Restricted" as per Special Provision A199 |

Figure 1 - Consignment Containing Nickel-Metal Hydride Batteries Not restricted as per Special Provision A199

You can also contact the IATA Dangerous Goods Support team if you have questions or concerns which may not have been addressed in this document at dangood@iata.org.