



**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals****Sub-Committee of Experts on the Transport of Dangerous Goods****Thirty-ninth session**

Geneva, 20–24 June 2011

Item 4 (c) of the provisional agenda

Electric storage systems: waste or damaged/defective lithium batteries**Transport of damaged lithium batteries****Transmitted by the expert of Germany¹****Introduction**

1 At the thirty-seventh session of the Sub-Committee in June 2010 the expert from Germany submitted two documents on the transport of used or damaged lithium batteries (documents ST/SG/AC.10/C.3/2010/7 and UN/SCETDG/37/INF.56). The issue was further discussed during a workshop on the transport of waste (used) lithium batteries and damaged/defective lithium batteries organized by PRBA, RECHARGE and EBRA (UN/SCETDG/38/INF.22). As a consequence a correspondence group is working on proposals.

2 Currently, the transport of larger batteries which show evidence of damage raise a lot of questions. These batteries cannot be considered in compliance with the requirements of special provision 230. Due to their defect, they can not be regarded any longer as batteries of a type proved to meet the requirements of each test of the Manual of Test and Criteria, Part III, sub-section 38.3. Therefore P 903 is usually not sufficient to ensure a safe transport, additional measures are necessary. These measures may differ, depending on the type and size of the battery and the possible defect.

3 As a first step P 099 could be used for damaged batteries. This requires new entries for damaged lithium batteries. Furthermore a special provision should be assigned, defining what damaged lithium batteries are. The scope of the proposal is limited to damaged batteries with a gross mass of more than 500g, because especially larger batteries raise

¹ In accordance with the programme of work of the Sub-Committee for 2011-2012 approved by the Committee at its fifth session (refer to ST/SG/AC.10/C.3/76, para. 76 and ST/SG/AC.10/38, para. 16).

concerns, furthermore provisions on the transport of used smaller batteries exist at least for land transport.

4 The adoption of this proposal will not prevent the Sub-Committee from continuing the discussion on the transport of waste batteries and damaged/defective batteries. But with regard to the amount of requests and the urgent need to transport such batteries, this amendment would clarify that damaged lithium may not be treated in the same way as new batteries.

Proposal

5 Chapter 3.2:

Insert two new entries as follows:

xxxx	LITHIUM METAL BATTERIES (including lithium alloy batteries), DAMAGED	9		I	zzz	0	E0	P099			
yyyy	LITHIUM ION BATTERIES, (including lithium ion polymer batteries), DAMAGED	9		I	zzz	0	E0	P099			

6. Chapter 3.3:

Insert a new special provision zzz as follows:

“(zzz) These entries apply to damaged lithium metal batteries and damaged lithium ion batteries with a gross mass of more than 500g.

Damaged lithium batteries are in particular:

- – batteries identified by the manufacturer as being defective for safety reasons,
 - – batteries with damaged or considerably deformed cases,
 - – leaking or venting batteries or
 - – batteries that are not diagnostic-capable.”
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