

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

25 November 2010

Thirty-eighth session

Geneva, 29 November – 7 December 2010

Item 5 of the provisional agenda

Electric storage systems

Transport of waste lithium batteries and damage/defective lithium batteries

Transmitted by PRBA, RECHARGE, EBRA and the expert from Germany

1. A workshop on the transport of waste (used) lithium batteries and damaged/defective lithium batteries organized by PRBA, RECHARGE and EBRA was held in Brussels on 1 September 2010. A list of participants with the agenda and the presentations made during the workshop can be found at http://www.rechargebatteries.org/html/waste_used_lithium_batteries_t.html

under the Title “Waste/Used Lithium Batteries Transport”: Presentations Sept 1, 2010 Meeting.

2. Considering the current provisions for used lithium batteries transportation in ADR/RID, there was a general consensus that similar provisions are needed for the UN Model Regulations and IMDG Code to provide for the transport of these batteries.

3. PRBA’s and RECHARGE’s proposal on waste lithium batteries that was presented to the UN Sub-committee in June 2010 was reviewed. Participants in the workshop agreed that some of the provisions in the proposal warranted further consideration (e.g., exemption from UN testing for waste batteries shipped for disposal or recycling) but there were significant concerns raised that the proposal would conflict with existing provisions in the ADR/RID.

4. The expert from Germany presented several proposals on the transport of damaged and defective lithium batteries. There was general agreement among the participants that such regulations were needed for the Model Regulations and IMDG Code. Participants also agreed that language similar to Special Provision A154 from the ICAO Technical Instructions (and IATA Dangerous Goods Regulations) should be considered for incorporation into the existing lithium battery Packing Instructions or incorporated into new Special Provisions and Packing Instructions to address the transport of damaged batteries.

5. There were extensive discussions on how to define or whether to provide examples of “damaged” batteries in the Model Regulations and the type of packaging that should be required. Again, participants agreed that both issues will warrant careful consideration but that the language in Special Provision A154 provides a good starting point for developing the necessary language.

6. There was no consensus on the type of packaging that should be required for waste batteries or damaged/defective batteries but several participants agreed that strong outer packaging should be sufficient for shipping waste batteries (undamaged).

7. Participants agreed to form two correspondence working groups in order to begin drafting provisions for the Model Regulations to address the transport of waste and damaged/defective lithium batteries. The first group will focus on portable (consumer-type) lithium batteries and the second will be responsible for large, industrial lithium batteries. Proposed provisions will be circulated to the workshop participants for comment.
8. The list of participants to the correspondence groups is supplied in Table 1 below. This list is still open to any expert who wants to join the working groups.
9. Participants also agreed that a second workshop should be scheduled after the 1 January 2011.

TABLE 1. List of participants to the correspondence groups (October 25th, 2010)

	Last Name	First Name	Affiliation	Email Address	Group I	Group II
Mrs	ADDA	Fatima	Renault	fatima.adda@renault.com	X	X
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