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**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****Fiftieth session**

Geneva, 28 November-6 December 2016

Item 2 (d) of the provisional agenda

**Recommendations made by the Sub-Committee  
on its forty-seventh, forty-eighth  
and forty-ninth sessions and pending issues:  
electric storage systems****Requirements for packaging damaged or defective lithium  
batteries****Transmitted by the Rechargeable Battery Association (PRBA)<sup>1</sup>****Introduction**

1. At its forty-ninth session, the Sub-Committee considered the problems associated with consumers shipping damaged or defective lithium batteries to a vendor as fully-regulated Class 9 dangerous goods. It was noted that the ADR solved this problem by allowing damaged or defective lithium batteries to be placed in battery collection bins that are then shipped for disposal or recycling. In such cases, small, consumer-type lithium batteries are not subject to many of the provisions of the ADR (including short circuit protection) and do not need to be shipped as Class 9 dangerous goods when transported from the collection point to an intermediate processing facility.

2. We do not believe the ADR approach is a viable option for the Model Regulations. Instead, we propose a new Special Provision be added authorizing the use of the multimodal lithium battery mark (Figure 5.2.5) in lieu of the Class 9 label while still meeting the stringent packaging requirements in Packing Instruction P908 for damaged or defective lithium batteries. In addition, only one battery per package would be authorized

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<sup>1</sup> In accordance with the programme of work of the Sub-Committee for 2015–2016 approved by the Committee at its seventh session (see ST/SG/AC.10/C.3/92, paragraph 95 and ST/SG/AC.10/42, para. 15).

under the proposed Special Provision. This would provide an adequate level of safety in transport and alleviate the burdens associated with consumers shipping damaged or defective cells and batteries in accordance with competent authority approvals, which is the only way these products may be shipped by consumers under the current regulatory framework.

## Proposals

3. In Chapter 3.3, add new Special Provision XXX to read:

“XXX Small damaged or defective cells and batteries are not subject to any other additional requirements of these Regulations (e.g., Class 9 label, transport document) if they meet all of the following conditions:

  - (a) For lithium ion cells, the Watt-hour rating is not more than 20 Wh;
  - (b) For lithium ion batteries, the Watt-hour rating is not more than 100 Wh;
  - (c) For a lithium metal cell, the lithium content is not more than 1 g;
  - (d) For a lithium metal or lithium alloy battery, the aggregate lithium content is not more than 2 g;
  - (e) Each package is marked with the words "Damaged/Defective Lithium-Ion Batteries" or "Damaged/Defective Lithium-Metal Batteries", as applicable, and the appropriate lithium battery mark as illustrated in 5.2.1.9;
  - (f) Not more than one cell or battery or equipment containing cells or batteries may be placed in an individual packaging;
  - (g) Packaging shall meet the requirements of Packing Instruction P908; and
  - (h) Consignors shall receive adequate instructions to safely prepare and offer the packagings for transport.”.