

## **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**

**5 December 2012**

### **Forty-second session**

Geneva, 3 – 11 December 2012

Item 2 (c) of the provisional agenda

**Recommendations made by the Sub-Committee on its  
thirty-ninth, fortieth and forty-first sessions and pending issues:  
electric storage systems**

## **Transitional period for lithium batteries**

**Transmitted by the expert from France**

### **Proposal**

Add the text below at the end of 2.9.4 letter (a) (instead of text agreed during 39th session, as contained in document 2012/68.)

“Except as otherwise provided in these Regulations, cells and batteries conforming to a type tested in accordance with the provisions of Part 3, sub-section 38.3 of revision 3 amendment 1 or any subsequent revision and amendment of the Manual of test and criteria applicable at the date of the type testing, may continue to be transported.

Cells and batteries conforming to a type tested according to the requirements of the Manual of Tests and Criteria, Part 3, sub-section 38.3 applicable at the date of their manufacture may continue to be transported.”

### **Background Information**

When moving from the 3<sup>rd</sup> revised edition to the 3<sup>rd</sup> Amdt 1 very important changes have been made to the testing of lithium batteries. These provisions were adopted at the end of the year 2000.

The changes were introduced both to allow testing of large batteries and improve significantly the safety of these articles in transport (mainly in relation to an accident on the LA airport and other events) Furthermore before that time the smaller batteries did not require testing.

After the 3<sup>rd</sup> revised edition Amdt 1 modifications were made (4<sup>th</sup> 5<sup>th</sup> rev. and amendment 1) but these were more related to simplification of some testing procedures without changing fundamentally the nature of the test in relation to safety.

At time of adoption of the important change from the 3<sup>rd</sup> edition to the amdt 1 the question of a transition period was raised but the committee did not adopt such provision (see ST/SG/AC.10/27 par. 97 to 97). After that the modal bodies introduced different transition period that lead to the situation we are now facing.

In order to clarify this it seems reasonable to introduce a general rule without referring to specific dates saying that design types tested in conformity with the provisions applicable at the date of testing, may be used to assess the safety of batteries.

However because of the fundamental change in testing at that time this should not be allowed for designs tested according to provisions older than the 3<sup>rd</sup> edition amendment 1.

Of course the actual batteries if already manufactured may still be transported. That is ensured by the second paragraph.

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