

## 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 2016

### Fiftieth session

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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)**

### Introduction

1. ST/SG/AC.10/C.3/2016/76 is intended to facilitate the transport of damaged or defective lithium cells and batteries primarily shipped by consumers and from retail outlets. In an effort to further simplify the regulations applicable to damaged or defective lithium cells and batteries, several minor edits are provided below to Special Provision 376. The edits also are intended to align the UN Model Regulations and ICAO Technical Instructions
2. Currently, the ICAO Technical Instructions prohibit the transport of lithium cells and batteries “identified by the manufacturer as being defective for safety reasons, or that have been damaged, [and] that have the potential of producing a dangerous evolution of heat, fire or short circuit.”
3. Special Provision 376 indicates that a damaged or defective battery is one that does not conform to the type tested according to the applicable provisions of the applicable provisions of the Manual of Tests and Criteria. Whether a cell or battery continues to be capable of meeting the provisions of the Manual of Tests and Criteria is not necessarily directly related to whether it presents a risk of producing a dangerous evolution of heat, fire or short circuit in transport.
4. More importantly, making a determination relative to whether a cell or battery continues to be capable of meeting the provisions of the Manual of Tests and Criteria is difficult and impractical especially for consumers and retail store employees who are not familiar with the lithium battery testing requirements in Section 38.3 of the UN Manual of Tests and Criteria.

### Proposals

5. To simplify Special Provision 376 and align it with the ICAO Technical Instructions, PRBA proposes the following amendments:

376 Lithium ion cells or batteries and lithium metal cells or batteries identified as being ~~damaged or defective such that they do not conform to the type tested according to the applicable provisions of the Manual of Tests and Criteria for safety reasons, or that have been damaged, that have the potential of producing a dangerous evolution of heat, fire or short circuit,~~ shall comply with the requirements of this special provision.