

**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals**

1 December 2016

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**

Damaged and Defective Lithium Batteries

Transmitted by PRBA – The Rechargeable Battery Association (PRBA)

Introduction

1. The document responds to comments on ST/SG/AC.10/C.3/2016/76 pertaining to shipping damaged or defective lithium cells and batteries.
2. We propose to add the following new paragraph prior to the last paragraph in special provision 376:

“Cells and batteries or equipment containing cells and batteries that do not exceed the Watt-hour ratings or lithium content in paragraphs (a) and (b) that are offered for transport by consumers or from retail locations are not subject to the marking and labeling requirements in Chapter 5.2, except 5.2.1.9, dangerous goods transport documentation requirements in Chapter 5.4, and dangerous goods training requirements in Chapter 1.3. Not more than one cell or battery or item of equipment containing cells or batteries shall be placed in an individual packaging and consignors shall be provided with adequate instructions to safely prepare and offer the package for transport.”

(a) For lithium ion cells, the Watt-hour rating is not more than 20 Wh, and for lithium ion batteries, the Watt-hour rating is not more than 100 Wh.

(b) For a lithium metal cell, the lithium content is not more than 1 g, and for a lithium metal or lithium alloy battery, the aggregate lithium content is not more than 2 g.”
