



**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****Fifty-first session**

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Item 4 (c) of the provisional agenda

Electric storage systems: Transport provisions**Exemption of batteries and cells under UN Nos. 2800, 2794,
2795, 3028 and 3496 installed in vehicles****Communication from the expert from Switzerland****Summary*

Executive summary:	As already provided by special provisions 388 and 239, the exemption from the Regulations should also cover batteries under UN Nos. 2800, 2794, 2795 and 3028 and cells under UN No. 3496 when they are installed in vehicles.
Action to be taken:	Exempt UN Nos. 2800, 2794, 2795, 3028 and 3496 from the Regulations, with texts in the relevant special provisions.
Reference document:	ST/SG/AC.10/44/Add.1.

Introduction

1. Special provision 388 has been assigned to UN Nos. 3166 and 3171 (see report ST/SG/AC.10/44/Add.1). The antepenultimate paragraph of special provision 388 exempts batteries and cells necessary for the operation or safety of the vehicle. The last sentence of special provision 239, assigned to UN No. 3292, BATTERIES, CONTAINING SODIUM, or CELLS, CONTAINING SODIUM, exempts batteries installed in vehicles. There are other kinds of batteries subject to the Model Regulations that do not benefit from the same exemption: UN Nos. 2800, BATTERIES, WET, NON-SPILLABLE, electric storage; 2794,

* In accordance with the programme of work of the Sub-Committee for 2017–2018 approved by the Committee at its eighth session (see ST/SG/AC.10/C.3/100, para. 98 and ST/SG/AC.10/44, para. 14).



BATTERIES, WET, FILLED WITH ACID, electric storage; 2795, BATTERIES, WET, FILLED WITH ALKALI, electric storage; 3028, BATTERIES, DRY, CONTAINING POTASSIUM HYDROXIDE SOLID, electric storage; and 3496, batteries, nickel-metal hydride.

2. For batteries of types corresponding to UN No. 3028, special provision 304 stipulates that UN No. 3028 must not be used unless they are non-activated and intended to be activated prior to use by addition of an appropriate amount of water to the individual cells. It may be assumed that in that case such batteries would not be installed in vehicles. However, as such a possibility cannot be excluded, the existing specific exemption in special provisions 239 and 388 for batteries installed in vehicles should also be introduced for UN No. 3028, in order to avoid having contradictory provisions.

3. For UN Nos. 2800, 2794 and 2795 there is no provision similar to the ones in the last sentence of special provision 239 or in the penultimate paragraph of special provision 388 allowing for the exemption of their transport when the batteries are installed in vehicles. This exemption should be introduced for these three entries as well.

4. In the light of the last sentence of special provision 239, which sets an example with its treatment of UN No. 3292, it may be assumed that the exemption in question should not be applicable to air transport. Our proposal has been worded accordingly.

Proposal

5. For UN No. 2800, add the following sentence at the end of special provision 238:
“Except for air transport, batteries installed in vehicles (UN Nos. 3171 and 3166) are not subject to these Regulations.”
 6. For UN Nos. 2794, 2795 and 3028, add a special provision XY, with the following text:
“Except for air transport, batteries installed in vehicles (UN Nos. 3171 and 3166) are not subject to these Regulations.”
 7. For UN No. 3496, add the following sentence at the end of special provision 117:
“Except for air transport, cells installed in vehicles (UN Nos. 3171 and 3166) are not subject to these Regulations.”
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