



**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**

Geneva, 3-7 July 2017

Item 4 (c) of the provisional agenda

Electric storage systems: Transport provisions**Transport of damaged or defective lithium cells and batteries
contained in vehicles and their equipment****Communication from the expert from Switzerland****Summary*

Executive summary: Damaged or defective cells and batteries separated from vehicles or their equipment should be able to be transported according to the existing provisions, without the intervention of the competent authority, in all cases.

Action to be taken: Add provisions similar to those in special provision 310 to special provision 388.

Reference documents: 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 last paragraph refers to the competent authority in all cases where a lithium cell or battery installed in a vehicle or equipment is damaged or defective and stipulates that the “vehicle or equipment shall be transported as defined by the competent authority.”

2. The text has the following shortcomings:

(a) It is the competent authority that must decide in all cases what to do with the vehicle or the equipment;

* 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).



(b) The text makes no provision for cases in which damaged or defective cells or batteries are separated from the vehicle before being shipped.

3. It does not seem necessary for the competent authority to intervene in all cases where damaged or defective cells or batteries are present. The existing provisions for such cases can be applied without the intervention of the competent authority in the decision-making process (special provisions 376 and 377 and packing instructions P908, LP904 and P909). It is only as a last resort, i.e., when the defective or damaged cells or batteries are not transported separately, that the competent authority should intervene.

4. The following proposal is aimed at describing that possibility.

Proposal

5. Add the following text before the last paragraph of special provision 388:

“Damaged or defective cells, batteries or cells and batteries separated from vehicles or their equipment shall be carried in accordance with special provision 376 and packaged in accordance with packing instruction P908 of 4.1.4.1 or packaging instruction LP904 of 4.1.4.3, as applicable.

Cells, batteries or cells and batteries separated from vehicles or their equipment and transported with a view to their disposal or recycling may be packaged in accordance with special provision 377 and packing instruction P909 of 4.1.4.1.”
