



**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****Forty-sixth session**

Geneva, 1–9 December 2014

Item 2 (e) of the provisional agenda

**Recommendations made by the Sub-Committee on its forty-third,
forty-fourth and forty-fifth sessions and pending issues: electric storage systems****Consideration of what constitutes “equipment”****Transmitted by the International Air Transport Association (IATA)¹****Introduction**

1. The provisions for lithium batteries set out in Special Provision 188 and in packing instruction P903 differentiate between cells and batteries and cells and batteries installed in equipment, with lithium cells and batteries installed (contained) in equipment benefitting from certain relaxations.
2. As the use of lithium cells and batteries as a power source for various types of equipment has expanded so too has the need for users to be able to recharge their equipment and as a consequence there is now significant market for what are typically called “power packs”.
3. These power packs generally contain lithium ion batteries, although there are some that contain lithium metal cells or batteries, and are used as a portable source of power to recharge mobile phones, tablets or even laptop computers.
4. The issue around the transport of these power packs is whether they are “batteries” or “equipment”. Certainly the majority of the consignors of these devices are calling the power packs “equipment” and are therefore using the provisions set out in Special Provision 188(f) which provides for the opportunity for large numbers of the power packs

¹ In accordance with the programme of work of the Sub-Committee for 2013-2014 approved by the Committee at its sixth session (refer to ST/SG/AC.10/C.3/84, para. 86 and ST/SG/AC.10/40, para. 14).

to be individually placed in a “package” and then assembled into a larger carton for transport purposes without the carton having to be identified as containing lithium batteries.

5. In addition to these power packs there are other components containing lithium batteries that are being shipped under the provisions of equipment rather than as batteries on the basis that the battery is fitted into a device, notwithstanding that the component being shipped is not of itself a fully functioning piece of “equipment”. Examples of these are the battery component of e-cigarettes. See Annex A for examples of power packs and e-cigarette components.

6. The relaxations provided for packages containing lithium batteries installed in equipment for articles such as laptop computers and mobile telephones as set out in Special Provision 188(f) is quite reasonable. The piece of equipment provides a degree of protection for the lithium battery, and when shipped with one or two devices in a package the risk in transport is very low, and therefore the lack of hazard communication is also reasonable.

7. However, when shipping devices that are really no more than a battery, with a casing and the provisions of Special Provision 188(f) are exploited to move hundreds or even thousands of such devices in a carton the risk profile becomes very different.

8. To address this gap it is suggested that there is a need to bring into the Model Regulations a clear determination of what must be classified as being a “battery” for the purposes of Special Provision 188 and therefore shipped as such.

9. Section 38.3 of the Manual of Tests and Criteria in 38.3.2.3 includes a definition for “battery” under which is a note, which reads:

NOTE: Units that are commonly referred to as "battery packs", "modules" or "battery assemblies" having the primary function of providing a source of power to another piece of equipment are for the purposes of the Model Regulations and this Manual treated as batteries.

10. The text shown in the note in this definition indicates that devices that are simply a source of power to another piece of equipment must be treated as “batteries” and not as “equipment” for the purposes of the Manual of Tests and Criteria and for the Model Regulations. It is proposed to bring the substance of this note into Special Provision 188 in the Model Regulations to try to ensure that devices that are simply a power source cannot be called “equipment” and benefit from the absence of the indication that the package contains lithium batteries.

Proposal

11. Amend the end of Special Provision 188 to read:

...

- (i) Except when batteries are installed in or packed with equipment, packages shall not exceed 30 kg gross mass.

As used above and elsewhere in these Regulations, “lithium content” means the mass of lithium in the anode of a lithium metal or lithium alloy cell, in addition, articles having the primary function of providing a source of power to another piece of equipment shall be classified as “batteries” and not “equipment”.

Separate entries exist for lithium metal batteries and lithium ion batteries to facilitate the transport of these batteries for specific modes of transport and to enable the application of different emergency response actions.

Appendix

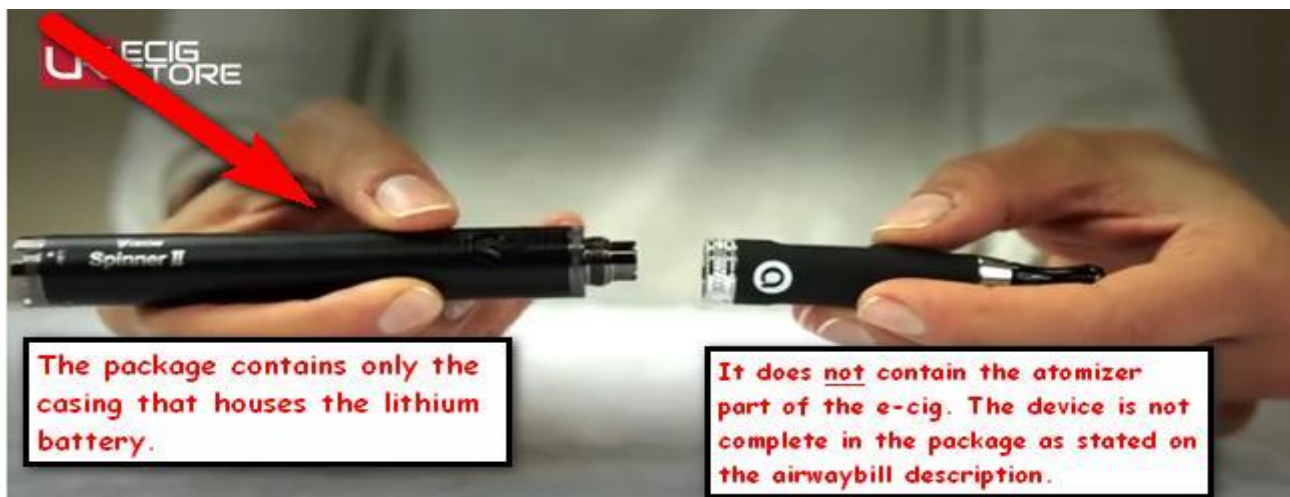
[English only]

Rechargeable Battery Bank

for iPod, iPhone, iPad, BlackBerry, HTC, and more



e-cigarette battery component



The package contains only the casing that houses the lithium battery.

It does not contain the atomizer part of the e-cig. The device is not complete in the package as stated on the airwaybill description.