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## 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

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Item 4 (c) of the provisional agenda

**Electric storage systems: transport provisions**

### **Germany requests an interpretation of the term “cargo transport unit” within the context of the transport of UN 3536 - LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT**

**Transmitted by the expert from Germany\***

#### **Introduction**

1. The application of UN 3536 results in problems of understanding in the maritime transport industry. The proper shipping name LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNITS is understood by many stakeholders to mean cargo transport units within the meaning of the definitions in 1.2.1 of the International Maritime Dangerous Goods (IMDG) Code. Thus, it is derived that only energy storage devices permanently installed in a container frame are to be assigned to this UN number and, as a consequence, that the overall structure is subject to the International Convention for Safe Containers (CSC). If UN 3536 is understood in that way, it cannot be used for energy storage devices that have neither attachment points for containers nor CSC approval. Unfortunately, this cannot be derived from special provision SP 389, which is assigned to UN 3536.

2. As a consequence, energy storage devices are sometimes not accepted for transport in cases where the containers are not cargo transport units (CTUs) within the meaning of the CSC convention but where the container serves as a sort of battery casing and is no longer used as a multimodal freight container. In these cases, the energy storage devices are sometimes assigned to UN 3481, or an assignment to UN 3548 is proposed.

3. The definition of a CTU is identical in 1.2.1 of the UN Model Regulations and the IMDG Code:

**"Cargo transport unit** means a road transport tank or freight vehicle, a railway transport tank or freight wagon, a **multimodal freight container** or portable tank, or an MEGC."

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\* A/75/6 (Sect.20), para. 20.51.

4. The same is true for the definition of a freight container in 1.2.1 (UN Model Regulations and IMDG Code):

"Freight container means an article of transport equipment that is of a permanent character and accordingly strong enough to be suitable for repeated use; specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading; designed to be secured and/or readily handled, having fittings for these purposes, and approved in accordance with **the International Convention for Safe Containers (CSC), 1972, as amended**. The term "freight container" includes neither vehicle nor packaging. However a freight container that is carried on a chassis is included. For freight containers for the transport of radioactive material, a freight container may be used as a packaging."

5. 1.2.1 of RID/ADR contains a definition of a container without a CSC requirement. Thus, the interpretation issue on the term CTU in UN 3536 does not arise in these regulations.

6. Due to the different possibilities on the interpretation of the term "cargo transport unit" in UN 3536, the provisions should be harmonized for multimodal transport at the level of the UN Model Regulations.

### Questions on the interpretation

7. Is the term "CARGO TRANSPORT UNITS" in the proper shipping name of UN 3536 to be understood within the meaning of the definition in 1.2.1 of the Model Regulations?

8. If so, should the requirements set out in the CSC Convention apply to the energy storage device described in UN 3536?

9. If the requirements of the CSC Convention to be met by a CTU are to apply also to UN 3536, how energy storage devices that do not meet these requirements shall be classified?

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