

<u>SUBJECT</u>		<u>DATE</u>
1188. RCRA Empty Containers vs. TSCA PCB Decontaminated Containers - Scenario II	ENCORE	AUG 11, 2016
1189. RCRA Empty Containers vs. TSCA PCB Decontaminated Containers - Scenario III	ENCORE	AUG 18, 2016
1190. Product Spills and Waste Determinations	ENCORE	AUG 25, 2016
1191. Product Spills, Waste Determinations, and LDR	ENCORE	SEP 1, 2016
1192. Regulatory Status of Caustic Rinse Waters Contaminated with Trace Solvents	ENCORE	SEP 8, 2016
1193. Regulatory Status of Sand Blast Grit Contaminated with Trace Listed Solvents	ENCORE	SEP 15, 2016
1194. Hazardous Waste "F" Listings and Trace Contamination	ENCORE	SEP 22, 2016
1195. Hazardous Waste "F" Listings and Trace Contamination – Again!	ENCORE	SEP 29, 2016
1196. Hazardous Waste Determinations and Phase Separation		OCT 6, 2016
1197. Asbestos and DOT Relief	ENCORE	OCT 13, 2016
1198. PCB Containers and Concentration of PCBs	ENCORE	OCT 20, 2016
1199. PCB Analytical Waste Disposal Requirements	ENCORE	OCT 27, 2016
1200. PCB Analytical Waste Disposal Requirements – Water vs. Organic Liquids and Non-aqueous Inorganic Liquids		NOV 3, 2016
1201. Listed Waste Codes and Pre-RCRA Wastes	ENCORE	NOV 10, 2016
1202. Purpose of the ≤90-day Hazardous Waste Accumulation Exemption		NOV 17, 2016
1203. Used Oil Eligibility for Turkey and Ham Oils	ENCORE	NOV 23, 2016
1204. PCB Reporting and Recordkeeping Relief	ENCORE	DEC 1, 2016
1205. Defining Criteria for Household Waste Exclusion	ENCORE	DEC 8, 2016
1206. The Household Waste Exclusion and Renovation Debris	ENCORE	DEC 15, 2016
1207. 'Twas the Night before Christmas – The Twenty-Fourth Annual Edition		DEC 24, 2016
1208. The Household Waste Exclusion and Renovation Debris – Part II	ENCORE	DEC 29, 2016
1209. Absorbent Additions and Treatment		JAN 5, 2017
1210. Frozen RCRA Wastewater - DOT Liquid or Solid When Manifested?	ENCORE	JAN 12, 2017
1211. DOT Marking Specifications for the "UN", "NA" and "ID" Markings		JAN 19, 2017
1212. Satellite Accumulation within a ≤90-day Accumulation Area	ENCORE	JAN 26, 2017
1213. Washington State-Only Dangerous Waste Markings – Accumulation vs. Pre-Transport	ENCORE	FEB 2, 2017
1214. RCRA Empty Tanker Trailers and Listed Waste Codes	ENCORE	FEB 9, 2017
1215. RCRA Empty vs. DOT Empty	ENCORE	FEB 16, 2017
1216. RCRA Empty vs. DOT Empty II	ENCORE	FEB 23, 2017
1217. Multiple Characteristic Hazardous Waste Codes and Underlying Hazardous Constituents	ENCORE	MAR 2, 2017
1218. Multiple Characteristic and Listed Hazardous Waste Codes and the "in lieu of" LDR Principle	ENCORE	MAR 9, 2017
1219. LDR Storage Prohibitions and the One-Year Rule	ENCORE	MAR 16, 2017
1220. LDR Storage Prohibitions and Treated Wastes	ENCORE	MAR 23, 2017
1221. LDR Storage Prohibitions and Treated Hazardous Debris or Contaminated Soil		MAR 30, 2017
1222. LDR Requirements for Universal Wastes		APR 6, 2017
1223. LDR Requirements for Spent Lead-Acid Batteries Being Reclaimed		APR 13, 2017
1224. When is When Defined for the RCRA Phrase "When Reclaimed"?	ENCORE	APR 20, 2017
1225. RCRA Characteristic of Ignitability and DOT Oxidizers	ENCORE	APR 27, 2017
1226. Safety Data Sheets (SDSs) and Hazardous Wastes	ENCORE	MAY 4, 2017
1227. Containers and Tanks – RCRA Wastes vs. TSCA PCB Wastes	ENCORE	MAY 11, 2017
1228. Universal Waste Lamps and Prohibition on Crushing	ENCORE	MAY 18, 2017
1229. Operating Record vs. Operating Log		MAY 25, 2017
1230. Operating Records Not Referenced in "Facility Recordkeeping"		JUN 1, 2017
1231. Used Oil and Weekly Inspections	ENCORE	JUN 8, 2017
1232. Used Oil, Secondary Containment and Response to Spills	ENCORE	JUN 15, 2017
1233. Used Oil and Keeping Containers Closed – Washington State vs. The Feds	ENCORE	JUN 21, 2017
1234. DOT Shipping of Damaged, Defective, or Recalled Lithium Batteries	ENCORE	JUN 29, 2017

DISCLAIMER - "Two Minute Training" ("2MT") is a peer-to-peer communication, presented to share the benefit of the author's work experience with other professionals, who can independently evaluate his analysis. 2MT does not necessarily reflect the opinions, conclusions or policies of the author's past or current employers or the US Department of Energy. The author's employers do not take any responsibility for the accuracy of its conclusions. 2MT is not intended to be used as authoritative guidance or direction by any person or entity. Anyone transmitting or reproducing it is prohibited from modifying its content, this disclaimer, or other text, or republishing it independent of its original source.

TWO MINUTE TRAINING

TO: CH2M HILL PLATEAU REMEDIATION COMPANY

FROM: PAUL W. MARTIN, RCRA Subject Matter Expert
CHPRC Environmental Protection, Hanford, WA

SUBJECT: DOT SHIPPING OF DAMAGED, DEFECTIVE, OR RECALLED LITHIUM BATTERIES

DATE: JUNE 29, 2017

<u>CHPRC Projects</u>	<u>CH PRC - Env. Protection</u>	<u>MSA</u>	<u>Hanford Laboratories</u>	<u>Other Hanford Contractors</u>	<u>Other Hanford Contractors</u>
Richard Austin Roni Ashley Tania Bates Rene Catlow Richard Clinton Larry Cole John Dent Brian Dixon Eric Erpenbeck Stuart Hildreth Mike Jennings Stephanie Johansen Jeanne Kisielnicki Melvin Lakes Jim McGrogan Stuart Mortensen Dean Nester Dave Richards Phil Sheely Connie Simiele Jennie Stults Jeff Westcott Jeff Widney	Ron Brunke Bob Bullock Bill Cox Laura Cusack Lorna Dittmer Ted Hopkins Sasa Kosjerina Jim Leary Rick Oldham Anthony Nagel Robert Nielson Linda Petersen Fred Ruck Ray Swenson Wayne Toebe Daniel Turlington Dave Watson Joel Williams	Brett Barnes Jerry Cammann Jeff Ehlis Garin Erickson Panfilo Gonzales Jr. Dashia Huff Mark Kamberg Edwin Lamm Candice Marple Jon McKibben Saul Martinez Jon Perry Christina Robison Lana Strickling Lou Upton	(TBD) <u>DOE RL, ORP, WIPP</u> Mary Beth Burandt Duane Carter Cliff Clark Tony McKarns Ellen Mattlin Greg Sinton Scott Stubblebine	Bill Bachmann Dean Baker Scott Baker Lucinda Borneman Paul Crane Tina Crane Jeff DeLine Ron Del Mar John Dorian Mark Ellefson Darrin Faulk Joe Fritts Lori Fritz Tom Gilmore Rob Gregory Gene Grohs James Hamilton Andy Hobbs Ryan Johnson Dan Kimball Megan Lerchen Richard Lipinski Charles (Mike) Lowery Michael Madison Terri Mars Cary Martin Marty Martin Grant McCalmant Steve Metzger Tony Miskho Matt Mills Tom Moon Chuck Mulkey Mandy Pascual Kirk Peterson	Jean Quigley Dan Saueressig Merrie Schilperoort Joelle Moss Glen Triner Greg Varljen Julie Waddoups Jay Warwick Kyle Webster Ted Wooley

DISCLAIMER - "Two Minute Training" ("2MT") is a peer-to-peer communication, presented to share the benefit of the author's work experience with other professionals, who can independently evaluate his analysis. 2MT does not necessarily reflect the opinions, conclusions or policies of the author's past or current employers or the US Department of Energy. The author's employers do not take any responsibility for the accuracy of its conclusions. 2MT is not intended to be used as authoritative guidance or direction by any person or entity. Anyone transmitting or reproducing it is prohibited from modifying its content, this disclaimer, or other text, or republishing it independent of its original source.

TWO MINUTE TRAINING

SUBJECT: DOT Shipping of Damaged, Defective, or Recalled Lithium Batteries

Q: What are the current DOT shipping requirements for damaged, defective or recalled lithium batteries and what were the voluntary and delayed compliance dates for implementation of these DOT requirements?

A: On [August 6, 2014](#) DOT promulgated new rules for the shipment of damaged, defective or recalled lithium batteries. At that time, the voluntary compliance date was August 6, 2014 with a delayed compliance date of February 6, 2015. However, on [January 8, 2015](#), DOT amended the voluntary compliance date to January 1, 2015 and the delayed compliance date to January 1, 2016.

Due to fire and smoke events on aircraft, suspected of being caused by lithium batteries, DOT promulgated new rules on shipping of damaged, defective and recalled lithium batteries. At [49 CFR 173.185\(f\)](#) it basically states that damaged, defective or recalled lithium batteries must be:

- Packaged individually in a non-metallic inner container;
- Placed inside a Packing Group I container;
- Surrounded by a cushioning material that is non-combustible, non-conductive and absorbent;
- Marked as “Damaged/Defective Lithium Ion Battery” and/or “Damaged/Defective Lithium Metal Battery” as appropriate, and;
- Transported by highway, rail or vessel. Transportation by air is prohibited.

If lithium batteries are suspected of being damaged or defective and destined for recycling, the battery recycler should be contacted to help determine if the lithium batteries meet the criteria of damaged or defective prior to placing the lithium batteries in transportation. If the lithium batteries are subject to a recall, a determination by the battery manufacturer should have already been made whether or not 49 CFR 173.185(f) applies.

SUMMARY:

- Due to aircraft events suspected of involving lithium batteries, DOT promulgated new rules.
- Damaged, defective or recalled lithium batteries must be packaged per 49 CFR 173.185(f)
- The new rules originally had a voluntary compliance date of August 6, 2014 with a delayed compliance date of February 6, 2015 but later amended to January 1, 2016.

49 CFR 173.185(f) is attached. If you have any questions, please contact me at Paul_W_Martin@rl.gov or at (509) 376-6620.

FROM: Paul W. Martin

DATE: 6/29/17

FILE: 2MT\2017\062917.rtf

PG: 1

DISCLAIMER - “Two Minute Training” (“2MT”) is a peer-to-peer communication, presented to share the benefit of the author’s work experience with other professionals, who can independently evaluate his analysis. 2MT does not necessarily reflect the opinions, conclusions or policies of the author’s past or current employers or the US Department of Energy. The author’s employers do not take any responsibility for the accuracy of its conclusions. 2MT is not intended to be used as authoritative guidance or direction by any person or entity. Anyone transmitting or reproducing it is prohibited from modifying its content, this disclaimer, or other text, or republishing it independent of its original source.

TWO MINUTE TRAINING - ATTACHMENT

SUBJECT: DOT Shipping of Damaged, Defective, or Recalled Lithium Batteries

§173.185 Lithium cells and batteries

As used in this section, *lithium cell(s)* or *battery(ies)* includes both lithium metal and lithium ion chemistries. *Equipment* means the device or apparatus for which the lithium cells or batteries will provide electrical power for its operation. *Consignment* means one or more packages of hazardous materials accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

(f) *Damaged, defective, or recalled cells or batteries.* Lithium cells or batteries, that have been damaged or identified by the manufacturer as being defective for safety reasons, that have the potential of producing a dangerous evolution of heat, fire, or short circuit (*e.g.*, those being returned to the manufacturer for safety reasons) may be transported by highway, rail or vessel only, and must be packaged as follows:

- (1) Each cell or battery must be placed in individual, non-metallic inner packaging that completely encloses the cell or battery;
- (2) The inner packaging must be surrounded by cushioning material that is non-combustible, non-conductive, and absorbent; and
- (3) Each inner packaging must be individually placed in one of the following packagings meeting the applicable requirements of part 178, subparts L, M, P and Q of this subchapter at the Packing Group I level:
 - (i) Metal (4A, 4B, 4N), wooden (4C1, 4C2, 4D, 4F), or solid plastic (4H2) box;
 - (ii) Metal (1A2, 1B2, 1N2), plywood (1D), or plastic (1H2) drum; or
 - (iii) For a single battery or for a single battery contained in equipment, the following rigid large packagings are authorized:
 - (A) Metal (50A, 50B, 50N);
 - (B) Rigid plastic (50H);
 - (C) Plywood (50D); and
- (4) The outer package must be marked with an indication that the package contains a “Damaged/defective lithium ion battery” and/or “Damaged/defective lithium metal battery” as appropriate. The marking required by this paragraph (f)(4) must be in characters at least 12 mm (0.47 inches) high.

FROM: Paul W. Martin

DATE: 6/29/17

FILE: 2MT\2017\062917.rtf

PG: 2

DISCLAIMER - “Two Minute Training” (“2MT”) is a peer-to-peer communication, presented to share the benefit of the author’s work experience with other professionals, who can independently evaluate his analysis. 2MT does not necessarily reflect the opinions, conclusions or policies of the author’s past or current employers or the US Department of Energy. The author’s employers do not take any responsibility for the accuracy of its conclusions. 2MT is not intended to be used as authoritative guidance or direction by any person or entity. Anyone transmitting or reproducing it is prohibited from modifying its content, this disclaimer, or other text, or republishing it independent of its original source.