



Hazardous Waste Update

Disposal of Used or Spent lead-acid Batteries

For Industrial, Commercial & Institutional Generators

Over the last two years, the Ministry has been working with the lead-acid battery supply and service sector to clarify the Hazardous Waste Regulation (HWR) for requirements collecting, storing, transporting and recycling used or spent lead-acid batteries. This bulletin presents the revised guidance that is a result of this work.

Does this guidance apply to me?

This guidance applies to you if you use lead-acid batteries in the course of your normal business. Once the batteries are used or spent, you are a *generator* of used lead-acid batteries, and you are responsible for managing them after they are no longer of use to you. As a generator of used lead-acid batteries you may also be a generator of hazardous waste.

When is a used lead-acid battery considered hazardous waste?

A used lead-acid battery is considered “waste” as soon as you no longer have any use for it. However, it is only “hazardous waste” under certain circumstances.

A used lead-acid battery *is not* hazardous waste when you are returning it *directly* to an original lead-acid battery manufacturer or supplier, whether the manufacturer or supplier is picking it up from you, or you are having it shipped to the manufacturer or supplier by a contracted transporter. These batteries are considered to be “returned goods” under the HWR, and you are not required to register them as hazardous waste. The following web site provides a list of qualified Recycling Regulation producers:

Canadian Battery Association (CBA) <http://recyclemybattery.ca/british-columbia>

A used lead-acid battery *is* hazardous waste when it is being sent to anyone *other* than an original manufacturer or supplier. This may include a battery recycler, an interim or intermediate storage facility, a processor for breaking or dismantling batteries, or a smelter for recovery of lead or other materials.

How do I know if a battery is being returned directly?

A shipment of batteries (one or more batteries) is being returned directly when the shipment is being transported directly from you, the original user or generator (the

consignor), to an original battery manufacturer's or supplier's facility (the consignee) without being unpacked or otherwise disturbed while in transit.

A transporter may build up battery loads via a "milk run"-type pickup from original battery users, as long as the shipping vehicle returns to the original battery manufacturer's or supplier's facility to offload the batteries. Regardless of whether the transporter is carrying a single shipment from a single consignor or doing a "milk run," the load of batteries must be delivered to the manufacturer's or supplier's facility (the consignee) within 7 days of the date the first battery/batteries of the load were picked up.

What are my responsibilities for managing used batteries that are hazardous waste?

If your used or spent batteries are hazardous waste under the definition above, you must manage them in compliance with the HWR. If in any 30-day period you generate more than 2,000 kg of used batteries, or store this quantity at any time, you must register the batteries with the Ministry of Environment as hazardous waste. You must also ensure that batteries shipped from your facility follow the transportation rules below.

What are the rules about transporting used batteries?

All used lead-acid batteries, whether or not they are hazardous waste, are "dangerous goods" and are fully subject to the federal Transportation of Dangerous Goods Regulation, including requirements for shipping documentation, labelling and placarding of vehicles. Batteries that are classified as hazardous waste are also subject to the provincial HWR.

If a battery is being transported directly from you, the generator, to an original manufacturer or supplier, it may be transported by the manufacturer or supplier's vehicles, a contracted dangerous goods carrier, or an independent dangerous goods carrier.

If the battery is being transported to anyone other than the original manufacturer or supplier, it must be transported by licensed carriers, using BC hazardous waste manifests, and sent only to authorized receivers or consignees as defined in the HWR. All parties involved in managing, generating, transporting and receiving these batteries must meet all applicable requirements under the HWR. The requirements include:

- Manifests and licensed carriers must be used for shipping 1,000 kg or more of batteries (about 45 typical vehicle batteries).
- Receivers (consignees) must be authorized consignees as defined in the HWR, including registered site registration (RS#) and approved plans.

What if I have questions?

Contact the Ministry at hazwaste@victoria1.gov.bc.ca.

