



## **Hazardous Waste Update**

### **Disposal of Used or Spent lead-acid Batteries**

#### **For Licensed Transporters of Batteries**

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 transport used or spent lead-acid batteries.

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

A used or spent lead acid battery is considered “waste” as soon as the user no longer has any use for it. However, it is only “hazardous waste” under certain circumstances.

A used or spent lead-acid battery *is not* hazardous waste when you are returning it directly from the original battery user (the *generator*) back to a manufacturer or supplier of new, never-been-used batteries. The following web site provides a list of qualified Recycling Regulation producers:

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

A used or spent lead acid battery *is* hazardous waste when you are transporting it 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.

#### **What does it mean to return a battery directly?**

You are returning a battery shipment (one or more batteries) “directly” when you transport the shipment directly from the original user (the consigner) to an original battery manufacturer’s or supplier’s facility (the consignee) without unpacking it or otherwise disturbing it while in transit.

You may build up battery loads via a “milk run”–type pickup from original battery users, as long as your shipping vehicle returns to the battery manufacturer’s or supplier’s

facility to offload the batteries. If you have a single shipment of batteries leaving a single consignor and destined for a single consignee (manufacturer or supplier), you may also transfer the shipment from one transport vehicle to another, as long as the shipment remains undisturbed. This means you may not add to or remove anything from the shipment.

Regardless of whether you're transporting a single shipment or carrying out a "milk run," you must deliver the batteries to the manufacturer's or supplier's facility (the consignee) within 7 days of the date you first picked up any batteries.

### **What are my responsibilities when transporting used or spent batteries?**

All used or spent 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 (TDGR), 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 you only ever transport used or spent batteries directly from the generator to the original manufacturer or supplier, you *do not* need a licence to transport hazardous waste (e.g., LT licence number). You do not need a hazardous waste manifest for these shipments, but you will need a TDGR dangerous goods shipping document for them.

If you ever transport used or spent batteries in quantities greater than or equal to 1,000 kg (about 45 typical vehicle batteries) to anyone other than an original manufacturer or supplier, you must have a licence to transport hazardous wastes. These shipments must be made using BC hazardous waste manifests, and they can be delivered only to authorized receivers or consignees as defined in the HWR.

### **What about my existing licence?**

If you already have a licence for batteries only, or for batteries and other hazardous wastes, you must keep it if you ever transport batteries to anyone other than the original manufacturer or supplier.

You may no longer need a licence that lists batteries if you only transport used or spent batteries directly from the generator to an original manufacturer or supplier. However, you may wish to keep it if you anticipate ever transporting batteries to other destinations.

You will still need a valid licence for transporting other hazardous wastes.

### **What if I have questions?**

Contact the Ministry at [hazwaste@victoria1.gov.bc.ca](mailto:hazwaste@victoria1.gov.bc.ca).

