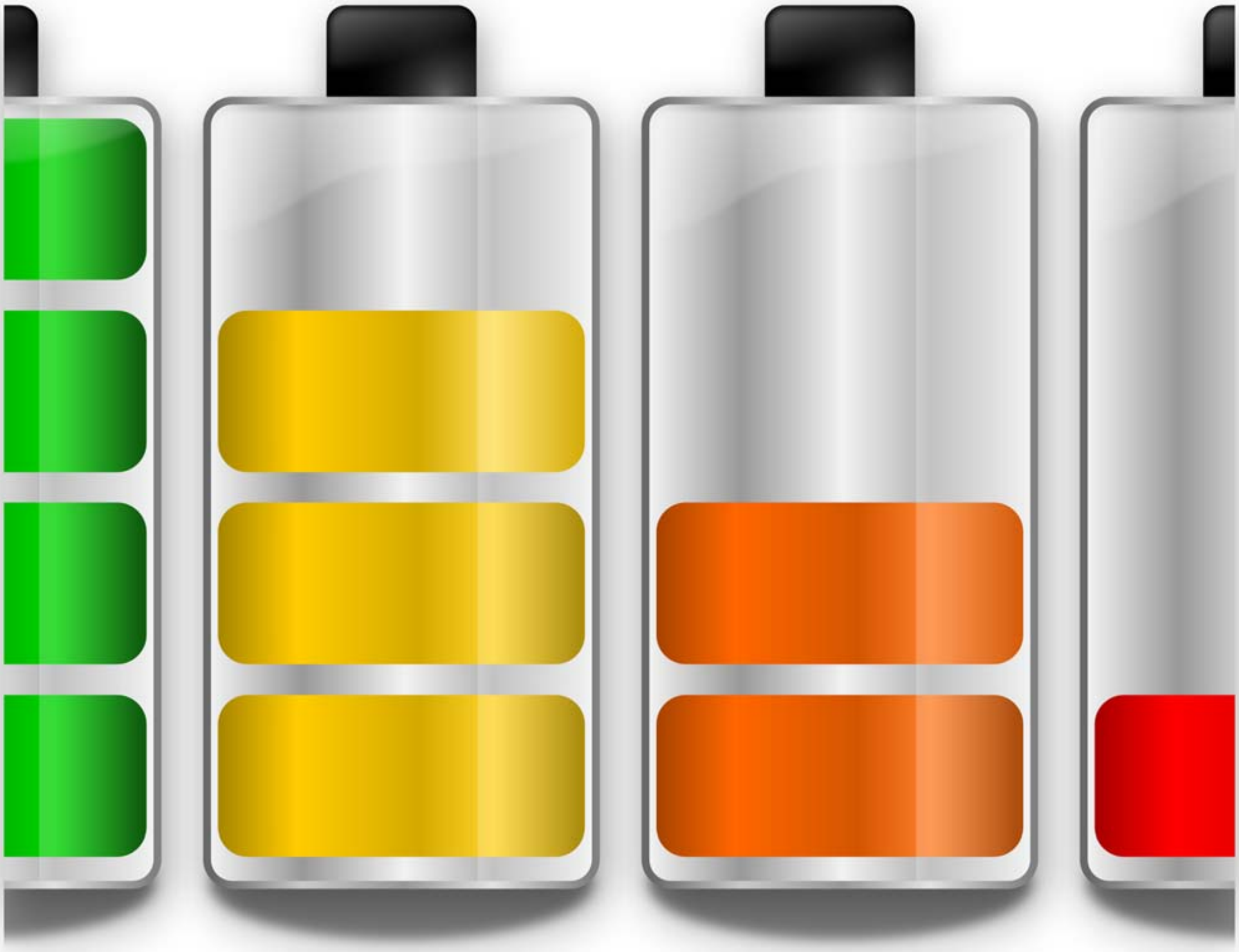
Transport and storage of batteries

CFPA-E Guideline No 47:2026 F



CFPA EUROPE®
Fire Safety | Security | Natural Hazards

The CFPA Europe develops and publishes common guidelines about fire safety, security, and natural hazards with the aim to achieve similar interpretation and to give examples of acceptable solutions, concepts, and models. The aim is to facilitate and support fire protection, security, and protection against natural hazards across Europe, and the whole world.

Today fire safety, security and protection against natural hazards form an integral part of a modern strategy for survival, sustainability, and competitiveness. Therefore, the market imposes new demands for quality.

These Guidelines are intended for all interested parties and the public. Interested parties include plant owners, insurers, rescue services, consultants, safety companies and the like so that, in the course of their work, they may be able to help manage risk in society.

The Guidelines reflect best practice developed by the national members of CFPA Europe. Where these Guidelines and national requirements conflict, national requirements shall apply.

This Guideline has been compiled by the Fire Safety Commission and is adopted by the members of CFPA Europe.

More information: www.cfpa-e.eu

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Key words:

1. Introduction

Lithium-ion batteries (LIBs) have become an integral part of modern society, providing power for a wide range of applications from consumer electronics to electric vehicles and stationary energy storage systems. Their widespread adoption has, however, introduced new risks for transport operators, warehouse managers, recyclers, and emergency responders. These risks are amplified by the increasing energy density of modern cells and the growing scale of storage and distribution facilities.

Although lithium-ion batteries are classified as dangerous goods throughout their life cycle, experience shows that compliance with regulatory frameworks alone does not guarantee the prevention of fires or explosions. Numerous incidents during storage, charging, handling, and transport have resulted in substantial losses, environmental contamination, and extended operational disruption.

This guideline has been developed to provide practical measures for the safe storage and transport of lithium-ion batteries. It emphasises hazard understanding, good practice in segregation, protection, packaging, and emergency planning, while ensuring alignment with international dangerous goods regulations and European fire safety approaches.

2. Scope

The guideline applies to the storage and transport of lithium-ion cells, batteries, and battery systems in various conditions. This includes new products such as cells, modules, and packs; used batteries from consumer devices, electric vehicles, and energy storage systems; defective, damaged, or recalled batteries; and waste batteries, including waste electrical and electronic equipment (WEEE) containing lithium-ion cells.

Activities covered by the guideline include passive storage in logistics centres, warehouses, and retail environments; active storage in charging areas, service garages, and distribution facilities; national and international transport by road, rail, inland waterways, sea, and air; and temporary storage associated with waste collection, transport, and recycling operations.

The guideline does not cover large-scale stationary energy storage system (ESS) facilities, which are addressed by dedicated standards such as NFPA 855, IEC 62933, and relevant national codes. Primary lithium-metal cells are also excluded, except where they are co-stored or co-transported with lithium-ion batteries.

3. Definitions

For the purpose of this guideline, a **battery cell** is understood as an electrochemical unit with a positive electrode (cathode), negative electrode (anode), electrolyte, and separator, capable of reversible charge and discharge. **A battery or battery pack** is one or more cells electrically connected and assembled together, often with protective circuits, casings, or a management system. **Modules** are assemblies of multiple cells, usually incorporating thermal and electrical management, forming part of a larger pack.

The state of charge (SOC) represents the ratio of the battery’s current capacity to its maximum capacity, expressed as a percentage. **Thermal runaway** describes the exothermic chain reaction within a cell that results in an uncontrolled temperature rise, venting, fire, or explosion. **A damaged**

or defective battery refers to any unit showing physical damage, swelling, leakage, overheating, or electrical malfunction. **Quarantine storage** is defined as a segregated and controlled area designated for the temporary placement of suspect or defective batteries pending safe transport or disposal.

Dangerous goods are articles or substances capable of posing risks to health, safety, property, or the environment, and which are subject to ADR, RID, ADN, IMDG, and IATA regulations. **Passive storage** denotes logistics storage where batteries are not intentionally charged or discharged, whereas **active storage** refers to locations where batteries undergo charge or discharge cycles, such as charging hubs or energy storage systems.

4. Regulatory framework and standards

Lithium-ion batteries are regulated internationally as dangerous goods. The UN Model Regulations classify them under UN 3480 for batteries and UN 3481 when contained in or packed with equipment. Compliance with UN 38.3 testing and availability of Test Summary documentation are mandatory requirements. In Europe, ADR, RID, and ADN apply to road, rail, and inland waterway transport respectively, while the IMDG Code governs sea transport and ICAO Technical Instructions together with IATA Dangerous Goods Regulations apply to air transport. These frameworks specify state of charge limitations, packaging rules, and documentation requirements.

European legislation relevant to lithium-ion battery storage and transport also includes the Seveso III Directive, which applies to establishments handling major accident hazards, as well as worker protection provisions under Directive 89/391/EEC and related national laws. National fire safety codes, such as Italy's CNVVF rules, Germany's TRGS, and UK HSE regulations, provide further obligations at country level.

A wide range of standards and technical guidance complement regulatory frameworks. Among them are IEC 62133-2 for portable batteries, IEC 62619 for industrial applications, IEC 62660 for automotive use, and IEC 62933 for energy storage systems. In addition, NFPA 855 provides criteria for ESS installations, while NFPA emergency field guides and SAE J2990 offer guidance for responders dealing with electric vehicles. Insurer guidelines such as FM Global recommendations, VdS 3103 on charging and storage, and VdS 3856 on sprinkler protection also contribute to safe practice.

5. Hazard summary and risk mechanisms

Lithium-ion batteries can fail catastrophically under certain abuse or fault conditions. The consequences include thermal runaway, the release of flammable vapours and particulates, violent rupture, jet flames, deflagration or explosion under confined conditions, toxic emissions, and the potential for delayed re-ignition. The hazards vary according to the stage of the battery life cycle—whether during manufacture, storage, transport, use, or disposal. Mechanisms of failure have been documented through fire testing, analysis of accident databases, and post-incident investigations.

5.1 Failure triggers

Mechanical abuse such as crushing, penetration, or impact may deform electrodes and result in internal short circuits. Forklift accidents or the collapse of pallets are typical causes. Electrical abuse arises from overcharge, over-discharge, or short-circuits, which can overwhelm protective circuits. Faulty battery management systems or poor charger compatibility further increase this risk. Thermal abuse occurs when batteries are exposed to heat sources or inadequate cooling. High ambient temperatures or prolonged solar radiation in containers have repeatedly caused incidents.

5.2 Thermal runaway process

Thermal runaway is a self-sustaining chain reaction characterised by an uncontrolled rise in temperature. Studies using calorimetric testing have demonstrated three phases: initiation, gas venting with ignition, and catastrophic rupture. The state of charge plays a critical role. Energy release increases with cell capacity: small cells (2–5 Ah) release 50–100 kJ, medium cells (20–100 Ah) release 400–800 kJ, and large cells (>200 Ah) can exceed 1,000 kJ. To put this in perspective, a small cell releases the same energy as a household candle burning for 1–2 hours, a medium cell the equivalent of 10–20 hours of candle burning, and a large cell over 25 hours—but this energy is released in seconds rather than minutes, creating peak temperatures exceeding 800°C and intense local heating that drives rapid fire propagation. Radiant heat flux accelerates initiation, and once triggered, propagation to neighbouring cells is likely unless strong protective measures are present.

5.3 Fire behaviour and suppression challenges

Powder extinguishers are generally ineffective for lithium-ion battery fires. Water cooling, although generating contaminated runoff, is far more effective in slowing propagation and reducing temperatures. Fire tests have also revealed the risk of cell ejection during runaway, creating projectile hazards for responders. Even after apparent extinction, re-ignition may occur hours or days later, making continuous monitoring essential.

5.4 Toxic and environmental hazards

Combustion products from LIBs include hydrofluoric acid, fluorinated organics, respirable particulates, and heavy-metal complexes. Concentrations can quickly exceed occupational limits even in small incidents. Responders must therefore wear SCBA and appropriate PPE. Extinguishing water should be considered hazardous waste and collected for proper treatment.

5.5 Waste chain hazards

Mixed storage or transport of WEEE has frequently resulted in spontaneous fires. These are often triggered by short circuits, mechanical deformation, or contact between exposed terminals. The use of inappropriate containers such as medical waste bins has been implicated in accidents. Even at low states of charge, used batteries may ignite if mishandled. Safer practices include the use of ADR-compliant containers filled with inert material.

5.6 Typical incident scenarios

Transport accidents with bulk WEEE have caused major fires on roads and in recycling facilities. Electric vehicle fires often require extended suppression and may reignite during towing. Energy storage system incidents demonstrate the consequences of insufficient battery management systems, poor installation practices, and inadequate environmental management.

6. Risk assessment methodology

Risk assessment provides the foundation for safe storage and transport of lithium-ion batteries. It allows operators to identify hazards, evaluate the likelihood and severity of incidents, and implement proportional prevention and protection measures. A structured methodology ensures that the wide variability in chemistries, formats, states of charge, and operational contexts are properly considered.

The requirements contained in Chapters 7 to 9 should be implemented in a manner proportionate to the risks identified through the assessment process described in Chapter 6. The selection and extent of technical, organisational and transport-related protection measures should take into account the battery chemistry, state of charge, quantity stored or transported, operational conditions, presence of defective batteries and the potential consequences of an incident.

6.1 Principles

Assessments should systematically identify hazards, examine possible initiating events such as impact, heat, or electrical faults, and consider contextual factors including facility layout, packaging, or transport mode. Potential consequences such as fire spread, toxic gas release, environmental damage, and disruption to business continuity must all be addressed.

6.2 Use of data sources

Accident databases are valuable tools in identifying recurring failure patterns. Examples include ARIA in France, the FAA HAZMAT database in the USA, the RAPEX rapid alert system in the EU, and incident data from CPSC in the USA. National fire brigades, such as CNVVF in Italy, have collaborated with research institutions to document experiences with EV, ESS, and WEEE fires. These lessons should be incorporated into preventive strategies.

6.3 Inventory characterisation

Operators should maintain up-to-date documentation of their battery inventories. Information should include chemistry, form (cell, module, pack), state of charge at intake and dispatch, the presence of defective or waste batteries, and whether any prototypes without UN 38.3 certification are present.

6.4 Site and process assessment

A structured site assessment should review storage layout, compartmentation, and separation distances. Packaging and segregation measures must be evaluated, together with the availability and reliability of detection and suppression systems. Fire brigade access, training, and emergency response plans are also essential considerations. For transport, packaging quality, load securing, driver awareness, and regulatory compliance must be assessed.

6.5 Qualitative risk matrix

CFPA-E recommends using a qualitative risk matrix combining probability and consequence. Probability levels may range from rare to almost certain, while consequence levels range from minor to catastrophic. High or very high risks demand immediate corrective actions such as segregation or enhanced suppression, whereas moderate risks may be managed by routine preventive measures.

6.6 Review and continuous improvement

Risk assessments must be reviewed at least annually and whenever significant changes occur, such as new product lines or facility modifications. They should also be updated following any incident or near-miss. Corrective actions, training improvements, and technological upgrades such as enhanced BMS or detection should be documented as part of continuous improvement.

7. Storage requirements

The safe storage of lithium-ion batteries requires a set of preventive measures aimed at preventing ignition, limiting propagation, and supporting emergency intervention. Hazards grow with the volume of stored batteries, with the level of charge, and with the presence of defective or waste products. Analysis of incidents shows that failures in segregation, the use of unsuitable containers, and insufficient fire protection repeatedly contribute to large-scale losses.

General practice recommends limiting the state of charge of batteries during logistics storage, preferably to no more than 30 percent of rated capacity. Compliance with UN 38.3 must be confirmed before intake, and operators are expected to maintain accurate and continuously updated inventories including chemistry, format, and condition. Good housekeeping is fundamental: lithium-ion batteries should not be stored with flammable substances, oxidisers, or incompatible waste.

For large quantities, dedicated compartments or separate buildings are recommended, with fire-resisting separation walls rated at least 60 minutes. Approved fire-rated cabinets are suitable for smaller volumes. Adequate ventilation should be provided to prevent the accumulation of heat and gases. Segregation of new, used, defective, and waste batteries is essential, as is the provision of quarantine areas for damaged or recalled products. Bulk storage of loose cells or mixed WEEE is strongly discouraged, with ADR-compliant containers filled with inert material such as vermiculite providing a safer alternative.

Early warning detection systems combining smoke detectors (optical or ionisation type) and, where justified by risk assessment, gas detectors for hydrogen, carbon monoxide, or volatile organic compounds, must be capable of identifying incipient stages of failure, including the release of smoke, gases, and aerosols. They should be linked to automatic alarms and remote notification, with detectors placed in charging areas, quarantine zones, and high-density racks. Fire protection should be based on automatic sprinklers as a baseline, with enhanced systems such as deluge or water mist considered for high-density storage. Water supply must be sufficient for extended firefighting, and contaminated runoff must be collected for safe disposal. Water-based extinguishers are preferred; powders and carbon dioxide are largely ineffective against thermal runaway.

Charging operations should take place in dedicated rooms built with non-combustible wall and ceiling surfaces (such as concrete, masonry, or steel) and floor finishes resistant to electrolyte spillage. Charging in evacuation routes or unprotected areas must not be permitted. Automatic shutdown and accessible manual emergency shutdown or continuous supervision should be provided, with emergency shutdown controls clearly marked and located outside the charging area to enable safe isolation by fire brigade or operations personnel. Overnight charging must be carefully controlled. Damaged or suspect batteries should be isolated in ventilated, ADR-compliant containers. Prototypes or uncertified batteries must be subject to strict control, with authorities notified if necessary. Quarantine areas should be clearly marked, and staff trained in safe handling.

All packaging used in storage must be UN certified, with terminals insulated and stacking designed to prevent puncture or deformation. Pallets must be sound, and forklift handling must not compromise integrity. Documentation, including SOC records, UN 38.3 certificates, and safety data sheets, should be readily available. Signage must clearly indicate hazardous storage, quarantine, and charging areas. Where storage exceeds thresholds under national law, such as the Seveso III Directive, additional requirements apply.

8. Transport requirements

Transport of lithium-ion batteries is governed by international dangerous goods regulations. Despite strict controls, incidents in postal networks, WEEE collection, and bulk shipments continue to occur, often due to weaknesses in packaging, segregation, or operational awareness. This chapter consolidates obligations and good practice across transport modes.

All batteries must comply with UN 38.3 testing, and the Test Summary must be available for inspection. UN 3480 applies to batteries and UN 3481 to those contained in or packed with equipment. Packaging must be UN certified and designed to prevent short circuits, with inert fillers used for waste shipments. Correct labels and hazard marks must be applied, and dangerous goods declarations provided together with safety data sheets. For air transport, batteries must not exceed 30 percent state of charge unless specifically exempted.

In road transport, ADR provisions apply, with packing instructions varying by condition (new, waste, defective). Bulk loads of loose cells are prohibited, and each unit must be packaged to prevent contact. Vehicles must carry extinguishers and instructions in writing, and drivers must be ADR trained. Rail transport follows equivalent RID provisions, with the same packaging obligations and additional requirements for segregation in wagons. Maritime transport is regulated by the IMDG Code, requiring segregation from flammable goods, protection from heat, and secure stowage in containers. At sea, suppression access is limited, so monitoring of container temperatures is recommended.

Air transport is highly restrictive: bulk shipments of standalone LIBs are prohibited on passenger aircraft and may only be transported by cargo aircraft under strict conditions. Personal electronic devices (cameras, laptops, mobile phones) containing lithium-ion batteries are permitted in carry-on baggage but generally prohibited in checked luggage, with power bank capacity typically limited to 100-160 Wh per unit. Small shipment exemptions have been reduced due to repeated incidents, and defective or waste batteries are generally forbidden.

Waste flows must follow ADR packing instructions with approved containers and inert fillers, and mixing with WEEE must be avoided. Containers must be protected from environmental exposures during transport, and documentation must reflect both ADR and waste coding requirements, with dangerous goods rules taking precedence. Strict compliance with ADR, RID, IMDG, and IATA rules is vital, but operator awareness, packaging quality, and segregation discipline remain critical in preventing ignition in transit.

9. Operational controls and organisation

Technical measures alone are insufficient to guarantee safety. Effective management of lithium-ion batteries depends on robust organisational controls and clear allocation of responsibilities. Investigations show that many incidents are linked to inadequate procedures, unclear responsibilities, and poor oversight of contractors as much as to technical shortcomings.

Organisations should establish a comprehensive policy covering the storage, transport, charging, and disposal of lithium-ion batteries. Responsibilities must be clearly assigned for acceptance checks, inventory control, inspections, and emergency response. Subcontractors must be held to the same standards, and lithium-ion risk management should be embedded in the wider health, safety, and environment framework.

Written standard operating procedures should be developed for all activities including intake, handling, storage, charging, packaging, and quarantine. Procedures must detail the segregation of defective batteries, the labelling of containers, and notification of supervisors. They must also address alarm response, including evacuation, isolation, and communication with authorities. Supply chain coordination is essential: suppliers should provide UN 38.3 Test Summaries, SDS, and packaging certificates; logistics partners must be informed of hazards and handling requirements; and lessons learned from incidents should be shared openly.

Contractors working in logistics or storage areas must be inducted in lithium-ion hazards and trained in emergency response. Contracts should include specific clauses covering lithium-ion battery management, and compliance should be verified through regular audits. Organisational resilience also requires planning for fire or spill scenarios in business continuity plans, backup capacity for storage and logistics, and adequate insurance coverage. Regular management review of lithium-ion safety performance ensures governance structures remain effective.

10. Emergency preparedness and response

Lithium-ion battery incidents pose particular challenges for emergency responders and operators. Fires can escalate rapidly, produce toxic gases, and reignite after apparent extinction. Effective preparedness depends on specific planning, suitable equipment, and targeted training.

Automatic fire detection must be connected to central alarm systems and remote notification. Staff should be trained to evacuate immediately and to isolate power when safe. Emergency services must be informed of the presence and location of stored lithium-ion batteries. Firefighting should rely on abundant application of water for cooling and propagation control. Powders and CO_2 are ineffective; continuous cooling must be maintained until stable temperatures are achieved. Projectile risks and thermal runaway propagation to adjacent cells or battery units must be considered, as cascading thermal runaway has resulted in sudden fire escalation and injuries to firefighters. Safe approach distances must be maintained, and defensive firefighting strategies may be necessary where propagation risk is high. Contaminated water must be collected and treated as hazardous.

Combustion gases include HF, carbon monoxide, volatile organics, and particulates, with HF concentrations able to exceed occupational exposure limits rapidly. Responders must use SCBA and Category III PPE, and ventilation must be provided before re-entry. Decontamination procedures should be established for personnel and equipment. Specific guidance applies to vehicles, where disabling of high-voltage systems is required and reignition risk remains during towing; to ESS systems, where defensive firefighting may be preferable; to waste chain fires, where rapid isolation and cooling are critical; and to transport incidents, which require cooperation with hazardous goods specialists. Post-incident, affected batteries should be monitored for at least 24–48 hours, documented for investigation, and disposed of as hazardous waste. Lessons learned must be integrated into revised risk assessments and procedures.

11. Training and competence

Safe handling of lithium-ion batteries requires all personnel with direct or indirect responsibilities to be trained and competent. Training must be role-specific, combining theory with practical experience, and must be refreshed regularly.

A training needs analysis should identify roles including warehouse workers, drivers, supervisors, managers, and emergency teams. Training content should include battery technology and hazards, safe handling and segregation, storage protocols and state of charge limits, transport documentation, fire response, PPE use, and reporting requirements. Annual drills should simulate lithium-ion fire scenarios and include coordination with local fire brigades. Table-top exercises should be used to rehearse decision-making for complex incidents. Competence must be validated through demonstrations and assessments, with records maintained. Refresher courses should be held every two years or following major changes. A well-trained workforce reduces both the likelihood and impact of incidents and must be considered an investment in safety and continuity.

12. Documentation and records

Accurate documentation is essential for compliance, transparency, and post-incident analysis. Inadequate records have been cited as contributing factors in multiple incidents. Inventory logs must specify type, chemistry, capacity, condition, and state of charge, with updates recorded at intake, storage, and dispatch. Defective batteries must be identified and logged. Regulatory documentation such as UN 38.3 Test Summaries, SDS, transport declarations, and packaging certificates must be available. Inspection and maintenance of fire protection systems, ventilation, and facility safety checks must be logged and retained. Training records, incident reports, and corrective actions must also be documented. Such records not only support legal and insurance defensibility but also enable continuous improvement of safety practices.

European guidelines

Fire (https://cfpa-e.eu/category-guidelines/fire-prevention-and-protection/)

Guideline No 1 F - Internal fire protection control
Guideline No 2 F - Panic & emergency exit devices
Guideline No 3 F - Certification of thermographers
Guideline No 4 F - Introduction to qualitative fire risk assessment
Guideline No 5 F - Guidance signs, emergency lighting and general lighting
Guideline No 6 F - Fire safety in care homes
Guideline No 7 F - Safety distance between waste containers and buildings
Guideline No 8 F - withdrawn
Guideline No 9 F - Fire safety in restaurants
Guideline No 10 F - Smoke alarms in the home
Guideline No 11 F - Recommended numbers of fire protection trained staff
Guideline No 12 F - Fire safety basics for hot work operatives
Guideline No 13 F - Fire protection documentation
Guideline No 14 F - Fire protection in information technology facilities
Guideline No 15 F - Fire safety in guest harbours and marinas
Guideline No 16 F - Fire protection in offices
Guideline No 17 F - Fire safety in farm buildings
Guideline No 18 F - Fire protection on chemical manufacturing sites
Guideline No 19 F - Fire safety engineering concerning evacuation from buildings
Guideline No 20 F - Fire safety in camping sites
Guideline No 21 F - Fire prevention on construction sites
Guideline No 22 F - Wind turbines – Fire protection guideline
Guideline No 23 F - Securing the operational readiness of fire control system
Guideline No 24 F - Fire safe homes
Guideline No 25 F - Emergency plan
Guideline No 26 F - withdrawn
Guideline No 27 F - Fire safety in apartment buildings
Guideline No 28 F - Fire safety in laboratories
Guideline No 29 F - Protection of paintings: transports, exhibition and storage
Guideline No 30 F - Managing fire safety in historic buildings
Guideline No 31 F - Protection against self-ignition end explosions in handling and storage of silage and fodder in farms
Guideline No 32 F - Treatment and storage of waste and combustible secondary raw materials
Guideline No 33 F - Evacuation of people with disabilities
Guideline No 34 F - Fire safety measures with emergency power supply
Guideline No 35 F - Fire safety in warehouses
Guideline No 36 F - Fire prevention in large tents
Guideline No 37 F - Photovoltaic systems: recommendations on loss prevention
Guideline No 38 F - Fire safety recommendations for short-term rental accommodations
Guideline No 37 F - Fire protection in schools
Guideline No 38 F - Fire safety recommendations for short-term rental accommodations
Guideline No 39 F - Fire protection in schools
Guideline No 40 F - Procedure to certify CFPA-E Fire Safety Specialists in Building Design
Guideline No 41 F - Safety instructions for the use and charging of small and medium size lithium ion powered devices
Guideline No 42 F - Guidance document for Selection of Fire Protection Systems

Guideline No 43 F - Foam Concentrates - The selection criteria
Guideline No 44 F – Fire safety recommendations for electric vehicles
Guideline No 45 F – Fire Safety Recommendations for Medium-size Electric Vehicles
Guideline No 46 F – Fire Safety Recommendations for Battery Energy Storage Systems (BESS)
Guideline No 47 F – Transport and storage of batteries

Natural hazards https://cfpa-e.eu/category-guidelines/natural-hazards/)
Guideline No 1 N - Protection against flood
Guideline No 2 N - Business resilience – An introduction to protecting your business
Guideline No 3 N - Protection of buildings against wind damage
Guideline No 4 N - Lighting protection
Guideline No 5 N - Managing heavy snow loads on roofs
Guideline No 6 N - Forest fires
Guideline No 7 N - Demountable / Mobile flood protection systems
Guideline No 8 N - Ensuring supplies of firefighting water in extreme weather conditions
Guideline No 9 N - Protection against hail damage
Guideline No 10 N - Heavy rain and flash flood; Recommendations on flood prevention and protection

Security (https://cfpa-e.eu/category-guidelines/security/)
Guideline No 1 S - Arson document
Guideline No 2 S - Protection of empty buildings
Guideline No 3 S - Security systems for empty buildings
Guideline No 4 S - Guidance on keyholder selections and duties
Guideline No 5 S - Security guidelines for museums and showrooms
Guideline No 6 S - Security guidelines emergency exit doors in non-residential premises
Guideline No 7 S - Developing evacuation and salvage plans for works of art and heritage buildings
Guideline No 8 S - Security in schools
Guideline No 9 S - Recommendation for the control of metal theft
Guideline No 10 S - Protection of business intelligence
Guideline No 11 S - Cyber security for small and medium-sized enterprises
Guideline No 12 S - Security Guidelines for Businesses
Guideline No 13 S - Cybersecurity Basic level – Basic IT security
Guideline No 14 S - Security Report Rental, Storage and Exhibition of Art Objects

Comments and corrective actions:

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