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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 17–27 September 2013

Item 6 (b) of the provisional agenda

##### Proposals for amendments to RID/ADR/ADN:

##### New proposals

### **Damaged or defective lithium cells and batteries: special provisions 376, 377, 636 and 661**

Transmitted by the Government of Switzerland<sup>1,2</sup>

#### *Summary*

**Executive Summary:** The incorporation of the new provisions, as they currently stand, of the Model Regulations for transporting damaged or defective lithium cells and batteries would render impracticable the present system of cell and battery collection for the purposes of disposal and recycling. The current provisions should thus be adapted to retain the existing simplifications of the system for small cells and batteries.

**Action to be taken:** Adapt SP 636 and delete SP 661

**Reference document:** ECE/TRANS/WP.15/AC.1/2013/31/Add.1

<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2013/50.

## Introduction

1. To address the issue of transporting damaged lithium cells or batteries while awaiting recommendations harmonized by the Model Regulations, special provision (SP) 636 was amended and a new SP 661 added to the 2013 edition of RID/ADR.
2. The eighteenth revised edition of the Model Regulations has since been published. It contains the new SP 376 and SP 377, which address the issue of transporting lithium ion and lithium metal cells and batteries identified as being damaged or defective, as well as those being transported for disposal or recycling.
3. The draft text for harmonization with the Model Regulations (ECE/TRANS/WP.15/AC.1/2013/31/Add.1) will add SP 376 and SP 377 in column (6) and insert packing instructions “P908 P909 LP903 LP904” in column (8) for UN Nos. 3090, 3091, 3480 and 3481.
4. SP 376 introduces additional requirements for transporting damaged or defective lithium cells and batteries compared to the existing special provisions and packing instructions (SP 636 and SP 661 and packing instructions P903a and P903b). Henceforth, the application of SP 661 will no longer be sufficient, as the provisions of the new SP 376 must also be followed, requiring damaged or defective lithium batteries to be packed in accordance with packing instructions P908 or LP904. As these requirements are more precise and more restrictive than those in SP 661, the latter will no longer be valid.
5. SP 661 currently makes it possible to dispose of damaged lithium cells and batteries under either SP 661 or SP 636. SP 636 offers simplified conditions for small (not more than 500g) used lithium cells and batteries collected and transported to an intermediate processing facility. These simplifications are necessary for the existing system of collection and recycling of these cells and batteries to function.
6. With the introduction of the new SP 376, however, it will no longer be possible to use SP 636. Shops (supermarkets, etc.) that have so far been able to collect lithium cells and batteries, whether damaged or not, under SP 636 will now have to follow the rules of SP 376 in the case of damaged or defective cells. SP 377 also requires the identification of any defective cells or batteries to be transported for disposal or recycling under SP 376. We do not believe that shops will be able to introduce an identification and sorting system capable of determining whether the cells and batteries are damaged or not, so that they can then be transported in line with SP 376.
7. We consider that the current simplifications for transporting small lithium cells and batteries for disposal or recycling should be retained when the new SP 376 and SP 377 are introduced, so as not to endanger the existing collection system by introducing requirements that are disproportionate both in practical and in economic terms.
8. One possible solution would be to amend the wording of SP 636 which, in our opinion, will cease to be valid on the adoption of SP 376 and SP 377 of the Model Regulations.

## Proposal

9. Amend the wording of SP 636 as follows:  
“636 (b) Up to the intermediate processing facility, used lithium cells and batteries, as well as damaged or defective lithium ion and lithium metal cells and batteries, with a gross mass of not more than 500g each, whether or not contained in

equipment, collected and handed over for carriage for disposal, together with or without other non-lithium cells or batteries, are not subject to the other provisions of ADR if they meet the following conditions: ...”

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