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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

Bern, 25-28 March 2024

Item 5 (a) of the provisional agenda

Proposals for amendments to RID/ADR/ADN:

Pending issues

Application of special provision 376 to critically damaged lithium batteries

Transmitted by the Government of Belgium*, **, ***

Summary

Explanatory summary: The current provisions for the carriage of critically damaged lithium cells and batteries in accordance with special provision 376 and packing instruction P911 or LP906 do not guarantee that the surrounding conditions in which they are used and carried are correctly communicated in accordance with paragraph (f) of the packaging performance assessment criteria set out in footnote a of packing instruction P911 (2) or LP906 (2).

Measure to be taken: Add a new special provision specific to the land transport modes specifying that the consignor must inform the loader and the carrier of the surrounding conditions in which the packaging may be used and carried in accordance with packing instruction P911 or LP906.

Include a reference to a responsible person and their telephone number in the transport document.

Related documents: Informal document [INF.9](#) from the sixty-second session of the Sub-Committee of Experts on the Transport of Dangerous Goods.

Informal documents [INF.8](#) and [INF.44](#) from the RID/ADR/ADN Joint Meeting in September 2023.

* A/78/6 (Sect. 20), table 20.5.

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2024/27.

*** The document was submitted late to the conference services for processing without the explanation required under paragraph 8 of General Assembly resolution 53/208 B.



I. Introduction

1. According to special provision 376 of Chapter 3.3, “cells and batteries identified as damaged or defective and liable to rapidly disassemble, dangerously react, produce a flame or a dangerous evolution of heat or a dangerous emission of toxic, corrosive or flammable gases or vapours under normal conditions of carriage shall be packed and carried in accordance with packing instruction P911 of 4.1.4.1 or LP906 of 4.1.4.3”.
2. Certain packagings approved in accordance with P911 or LP906 are subject to “surrounding conditions in which the packaging may be used and carried (including for possible consequences of gas or smoke emissions on the environment, such as ventilation or other methods) according to the gas management system of the packaging” (see point (f) of the packaging performance assessment criteria set out in footnote a of packing instruction P911 (2) or LP906 (2)).
3. However, packing instructions P911 and LP906 do not stipulate or indicate how these surrounding conditions of use and carriage of the packaging are to be communicated to the parties involved during transport. In Belgium’s view, there is a significant risk that the parties involved in the transport operation will not be aware of these conditions.
4. To ensure that the parties involved in the transport operation are properly informed of the surrounding conditions in which the packaging is used and carried, Belgium proposed in informal document INF.8 at the Joint Meeting in September 2023 that the carriage of critically damaged lithium cells and batteries should require authorisation from the competent authorities involved in the transport operation, at least for carriage by rail and inland waterways. This way, the competent authority could ensure that all parties are made aware of the applicable surrounding conditions of use and carriage.
5. The Joint Meeting did not support this proposal.
6. Following the discussions at the session, Belgium proposed in informal document INF.44 a new special provision specific to the land transport modes specifying that the consignor must inform the loader and the carrier of the surrounding conditions in which the packaging may be used and carried in accordance with packing instruction P911 or LP906.
7. By analogy with the additional provisions relating to Class 6.2 in 5.4.1.2.4, informal document INF.44 also proposed that a responsible person and their telephone number be included in the transport document in order to provide technical assistance during carriage, if necessary.
8. The Joint Meeting decided to resume consideration of this issue at the following session on the basis of an official document to be submitted by Belgium.

II. Proposal

9. Add a new special provision to Chapter 3.3:
“XXX For the carriage of damaged or defective cells and batteries in a packaging or large packaging conforming to packing instruction P911 or LP906, the consignor shall, if necessary, inform the loader and the carrier of the surrounding conditions in which the packaging or large packaging may be used and carried (see paragraph (f) of the packaging performance assessment criteria set out in footnote a of packing instruction P911 (2) or LP906 (2)).
In addition to the information relating to the consignor and consignee (see 5.4.1.1.1 (g) and (h)), the name of a responsible person and their telephone number shall be indicated in the transport document in order to provide technical assistance during carriage, if necessary.”
10. In column (6) of Table A in Chapter 3.2, insert “xxx” for UN Nos. 3090, 3091, 3480 and 3481.

III. Justification

11. Belgium has come across packagings approved in accordance with packing instruction P911 for which the following conditions of use and carriage were imposed by the competent authority that approved the packaging:

- Free space around the packaging is required to protect the materials next to it from the external temperature of the packaging (100 °C).
- Packages must be placed in an easily accessible place.
- Carriage in a means of transport with sufficient ventilation to allow smoke and any toxic, flammable or asphyxiating components to escape.

12. Belgium's proposal aims to draw attention to the need to communicate these requirements to all participants.

13. Belgium also believes that a thermal phenomenon and gas or smoke emissions cannot be ruled out during transport, which could cause serious disruption to traffic. The aim of indicating a contact person in the transport document is to react appropriately in the above case and to mitigate any problems that arise during transport.
