

**Economic and Social Council**

Distr.: General
27 December 2018
English
Original: French

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**

Bern, 18–22 March 2019

Item 5 (b) of the provisional agenda

Proposals for amendments to RID/ADR/ADN:**New proposals****Scope of special provision 667**

Transmitted by the Government of Switzerland*, **

Introduction

1. We have found an inconsistency in RID/ADR/ADN 2019. Subparagraphs (b) and (c) of special provision (SP) 667 stipulate:

“(b) The requirements of 2.2.9.1.7 do not apply to lithium cells or batteries installed in damaged or defective vehicles, engines, machinery or articles. In such cases the following conditions shall be met:

- (i) If the damage or defect has no significant impact on the safety of the cell or battery, damaged or defective vehicles, engines, machinery or articles may be carried under the conditions defined in special provisions 363 or 666, as appropriate;
- (ii) If the damage or defect has a significant impact on the safety of the cell or battery, the lithium cell or battery shall be removed and carried according to special provision 376;

However if it is not possible to safely remove the cell or battery or it is not possible to verify the status of the cell or battery, the vehicle, engine or machinery or article may be towed or carried as specified in (i).

(c) The procedures described in (b) also apply to damaged lithium cells or batteries in vehicles, engines, machinery or articles.”

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/WP.15/237, annex V (9.2)).

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2. In RID/ADR/ADN 2019, SP 667 was assigned to entries of UN Nos. 3537 to 3548 in addition to entries of UN Nos. 3166, 3171, 3528, 3529 and 3530. The text of subparagraphs (b) and (c) therefore also refers to articles under these numbers, which was not the purpose of this text when it was drafted.

3. Therefore, articles under UN Nos. 3537 to 3548 whose batteries are not too damaged are to be carried according to special provisions 363 and 666, which were never designed for these articles. We propose to remedy this inconsistency by distinguishing machinery subject to special provisions 363 and 666 from articles under UN Nos. 3537 to 3548.

4. In addition, subparagraph (c) is unnecessary since “articles” are already mentioned in subparagraph (b).

Proposal

5. In SP 667, delete paragraph (c) and amend subparagraph (b) (i) as follows:

“(b) The requirements of 2.2.9.1.7 do not apply to lithium cells or batteries installed in damaged or defective vehicles, engines, machinery or articles. In such cases the following conditions shall be met:

- (i) If the damage or defect has no significant impact on the safety of the cell or battery, damaged or defective vehicles under UN Nos. 3166 and 3171, or engines **and** machinery under UN Nos. 3528, 3529 and 3530 or ~~articles~~ may be carried under the conditions defined in special provisions 363 or 666, as appropriate. **Damaged or defective articles under UN Nos. 3537 to 3548 may be carried according to the provisions of the relevant entry;**”

6. Consequential amendment:

In the last paragraph of special provision 388, replace the reference to subparagraph (c) with one to subparagraph (b):

“Where a lithium battery installed in a vehicle or equipment is damaged or defective, the vehicle or equipment shall be carried in accordance with the conditions defined in special provision 667 ~~(c)~~ **(b)**.”
