

## Economic Commission for Europe

### Inland Transport Committee

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

7 March 2022

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

Bern, 14–18 March 2022

Item 7 of the provisional agenda

Accidents and risk management

## Carriage of Electric Vehicles on Transporters

### Transmitted by the Government of the United Kingdom

1. The Government of the United Kingdom has been approached by a company that carries multiple electric vehicles from ports and distribution centres on transporters. They have suggested that in these circumstances, the transporters should display a plate or sticker with the letters 'EV' or by another means which highlights that they are alternatively fuelled and pose different hazards to vehicles fuelled by petrol/diesel. To be clear, this is what we mean by a vehicle transporter:



2. Electric vehicles are not subject to the provisions of ADR/RID when in transit and do not require labelling and warning plates/stickers when carried as a load. However, the company has stated that problems can occur when these vehicles are involved in an accident when carried in multiples on vehicle transporters. For example, should one of their transporters be involved in any form of accident, with multiple electric vehicles in transit, damage to the batteries could occur. In extreme cases, a damaged battery could result in the release of potentially toxic gases. When an incident results in a fire, or the electric vehicle is exposed to excessive heat from an exterior source, any scene management requires specialist knowledge and handling both at roadside and with recovery and removal to storage. Therefore, the company suggested that the letters 'EV' should be displayed when battery powered vehicles are carried, so that any emergency services attending an accident are made aware immediately that an electric vehicle is involved. We have engaged with our emergency services and they can see some benefit in this proposal.

3. The United Kingdom is not proposing to adopt this suggestion. This is because electric/alternatively fuelled vehicles are increasingly common, and the Department does not foresee a situation where one being carried on a vehicle transporter would present further or additional risks when compared to one being driven on the road. There are also already ways

that recovery operators and emergency services can identify electric vehicles and hybrids. However, we have not ruled out the possibility of an industry-led initiative.

4. Prior to any further industry engagement, we have undertaken to raise it at the Joint Meeting, to obtain the views of other participants. We will be grateful if participants can advise if they are aware of any additional problems associated with the carriage of multiple electric vehicles on transporters.

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