

Multilateral Special Agreement RID 2/2014

under section 1.5.1 of RID, concerning the carriage of damaged or defective lithium cells or batteries classified under UN 3090, UN 3091, UN 3480 or UN 3481

1. By derogation from the provisions of 2.2.9.2 and 3.3.1 special provision 661 of RID and in accordance with the new special provision 376 adopted by the UN Sub-Committee of Experts for the Transport of Dangerous Goods in its 41st session and RID for the 2015 edition, lithium cells or batteries classified under UN 3090, UN 3091, UN 3480 or UN 3481 and complying with the definitions of paragraph 2 hereafter may be carried according to the provisions of paragraph 3 hereafter.
2. This agreement only applies to lithium cells and batteries complying with the following definitions:
 - 2.1 Lithium metal cells or batteries, lithium ion cells or batteries, classified under UN 3090, UN 3091, UN 3480 or UN 3481, identified as being damaged or defective such that they do not conform to the type tested according to the applicable provisions of the Manual of Tests and Criteria.
 - 2.2 These cells and batteries include:
 - Cells or batteries identified as being defective for safety reasons;
 - Cells or batteries that have leaked or vented;
 - Cells or batteries that cannot be diagnosed prior to carriage; or
 - Cells or batteries that have sustained physical or mechanical damage.

In assessing a battery as damaged or defective, the type of battery and its previous use and misuse shall be taken in account.
 - 2.3 Cells and batteries 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 are excluded from the present agreement. They shall not be carried except under conditions specified by the competent authority.
3. Cells and batteries shall be carried according to the provisions applicable to UN 3090, UN 3091, UN 3480 or UN 3481, except special provision 230 and as otherwise stated hereafter.
 - 3.1 Packages shall be marked "DAMAGED/DEFECTIVE LITHIUM METAL BATTERIES" or "DAMAGED/DEFECTIVE LITHIUM-ION BATTERIES", as applicable.
 - 3.2 Cells and batteries shall be packed in accordance with packing instructions P 908 or LP 904 defined in the appendix, as applicable.
 - 3.3 The consignor shall enter in the transport document:

"Carriage agreed under the terms of section 1.5.1 of RID (RID 2/2014)".
4. Each carriage done under the provisions of the present agreement shall be notified to the competent authority of the country of origin. The notification includes the precise description of the goods being carried as well as the reasons invoked to use the present agreement.

5. This agreement shall be valid until 31 December 2014 for the carriage on the territories of those RID Contracting States signatory to this Agreement. If it is revoked before that date by one of the signatories, it shall remain valid until the above mentioned date only for carriage on the territories of those RID Contracting States signatory to this Agreement which have not revoked it.

Done in London on 22 April 2014

The competent authority for RID
in the United Kingdom

John Mairs

Deputy Head of Dangerous Goods Division
Department for Transport
United Kingdom

This instruction applies to damaged or defective lithium ion cells and batteries and damaged or defective lithium metal cells and batteries, including those contained in equipment, of UN Nos. 3090, 3091, 3480 and 3481.

The following packagings are authorized provided the general provisions of 4.1.1 and 4.1.3 are met:

For cells and batteries and equipment containing cells and batteries:

Drums (1A2, 1B2, 1N2, 1H2, 1D, 1G);

Boxes (4A, 4B, 4N, 4C1, 4C2, 4D, 4F, 4G, 4H1, 4H2);

Jerricans (3A2, 3B2, 3H2).

Packagings shall conform to the packing group II performance level.

1. Each damaged or defective cell or battery or equipment containing such cells or batteries shall be individually packed in inner packaging and placed inside an outer packaging. The inner packaging or outer packaging shall be leak-proof to prevent the potential release of electrolyte.
2. Each inner packaging shall be surrounded by sufficient non-combustible and non-conductive thermal insulation material to protect against a dangerous evolution of heat.
3. Sealed packagings shall be fitted with a venting device when appropriate.
4. Appropriate measures shall be taken to minimize the effects of vibrations and shocks, prevent movement of the cells or batteries within the package that may lead to further damage and a dangerous condition during carriage. Cushioning material that is non-combustible and non-conductive may also be used to meet this requirement.
5. Non combustibility shall be assessed according to a standard recognized in the country where the packaging is designed or manufactured.

For leaking cells or batteries, sufficient inert absorbent material shall be added to the inner or outer packaging to absorb any release of electrolyte.

A cell or battery with a net mass of more than 30 kg shall be limited to one cell or battery per outer packaging.

Additional requirement

Cells or batteries shall be protected against short circuit.

This instruction applies to single damaged or defective batteries of UN Nos. 3090, 3091, 3480 and 3481, including those contained in equipment.

The following large packagings are authorized for a single damaged or defective battery and for a single damaged or defective battery contained in equipment, provided the general provisions of 4.1.1 and 4.1.3 are met:

For batteries and equipment containing batteries, large packagings made of:

- steel (50A)
- aluminium (50B)
- metal other than steel or aluminium (50N)
- rigid plastics (50H)
- plywood (50D)

Packagings shall conform to the packing group II performance level.

1. Each damaged or defective battery or equipment containing such a battery shall be individually packed in an inner packaging and placed inside an outer packaging. The inner packaging or outer packaging shall be leak-proof to prevent the potential release of electrolyte.
2. Each inner packaging shall be surrounded by sufficient non-combustible and non-conductive thermal insulation material to protect against a dangerous evolution of heat.
3. Sealed packagings shall be fitted with a venting device when appropriate.
4. Appropriate measures shall be taken to minimize the effects of vibrations and shocks, prevent movement of the battery within the package that may lead to further damage and a dangerous condition during carriage. Cushioning material that is non-combustible and non-conductive may also be used to meet this requirement.
5. Non combustibility shall be assessed according to a standard recognized in the country where the packaging is designed or manufactured.

For leaking batteries, sufficient inert absorbent material shall be added to the inner or outer packaging to absorb any release of electrolyte.

Additional requirement

Batteries shall be protected against short circuit.