

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

16 January 2023

Bern, 20-24 March 2023

Item 5 (b) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:
new proposals**

Proposal to amend the definitions of “battery vehicle” and “battery wagon”

Transmitted by the Government of the United Kingdom

Introduction

1. Within RID/ADR and ADN there are definitions for a battery wagon and a battery vehicle.
2. These definitions have been in use for very many years and are well understood by those who are regularly involved with RID/ADR/ADN.
3. With the evolution of alternative fuelled vehicles, “battery vehicle” (and battery wagon) is becoming increasingly associated with vehicles (both passenger and commercial) that are powered by batteries.
4. Recently, when “battery vehicles” were introduced into the International Maritime Dangerous Goods (IMDG) Code there was confusion by delegates who were from outside of Europe and were not familiar with the definition of “battery vehicle” according to RID/ADR/ADN. The assumption being that a “battery vehicle” was not for the transport of dangerous goods but a vehicle powered by batteries. The result of this was that for the IMDG Code, the definition of “battery vehicles” was amended to refer to them as “Road gas elements vehicles”.
5. The Joint Meeting is invited to discuss the proposal to amend the definitions of battery wagon and battery vehicle in RID/ADR/ADN as below.

Proposed amendments to RID/ADR and ADN

6. Amend in 1.2.1 of RID, Definitions (new text underlined, deleted text ~~striketrough~~):
~~“Battery wagon”~~ “Rail gas elements wagon” means a wagon containing elements which are linked to each other by a manifold and permanently fixed to this wagon. The following elements are considered to be elements of a rail gas elements wagon: cylinders, tubes, bundles of cylinders (also known as frames), pressure drums as well as tanks destined for the carriage of gases as defined in 2.2.2.1.1 with a capacity of more than 450 litres;
7. Amend in 1.2.1 of ADR, Definitions (new text underlined, deleted text ~~striketrough~~):
~~“Battery wagon”~~ “Rail gas elements wagon” means a wagon containing elements which are linked to each other by a manifold and permanently fixed to this wagon. The following elements are considered to be elements of a rail gas elements wagon: cylinders, tubes, bundles of cylinders (also known as frames), pressure drums as well

as *tanks* destined for the carriage of *gases* as defined in 2.2.2.1.1 with a capacity of more than 450 litres;

8. Amend in 1.2.1 of ADN, Definitions (new text underlined, deleted text ~~strikethrough~~):

~~"Battery vehicle"~~ "Road gas elements vehicle" means a vehicle containing elements which are linked to each other by a manifold and permanently fixed to this vehicle. The following elements are considered to be elements of a ~~battery vehicle~~ road gas elements vehicle: cylinders, tubes, bundles of cylinders (also known as frames), pressure drums as well as tanks destined for the carriage of gases as defined in 2.2.2.1.1 with a capacity of more than 450 litres;

~~"Battery wagon"~~ "Rail gas elements wagon" means a *wagon* containing elements which are linked to each other by a manifold and permanently fixed to this *wagon*. The following elements are considered to be elements of a rail gas elements vehicle: *cylinders, tubes, bundles of cylinders* (also known as frames), *pressure drums* as well as *tanks* destined for the carriage of *gases* as defined in 2.2.2.1.1 with a capacity of more than 450 litres;

Consequential amendments

9. If the proposal is accepted there are 148 consequential amendments in RID, 168 in the ADR and 35 in the ADN.

Justification

10. The main justification for this proposal is to remove confusion between two very different pieces of equipment that nominally have the same name. It also aligns the definition across the various modes of transport such that the risk of confusion is avoided. It will bring consistency to the definitions used across all modes.

Safety implications

11. None foreseen.
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