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**Betreff: Carriage of dangerous goods by road
- Multilateral Agreement M272**

Aktenzeichen: UI 33/3642.40/272
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Dear Sir or Madam,

based on the decision of the WP.15 taken at the 95. Session held in November 2013 Germany has decided to propose the above mentioned Multilateral Agreement M272 concerning the carriage of lithium ion and lithium metal cells and batteries and equipment containing such cells and batteries carried for disposal or recycling under special provision 636.

For your information please find enclosed the letter to the ADR Contracting Parties and the proposed agreement.

Yours sincerely

For the Ministry

Silvia Prinz

Enclosure: 2



Multilateral Agreement M 272

under section 1.5.1 of ADR

concerning the carriage of lithium ion and lithium metal cells and batteries and equipment containing such cells and batteries carried for disposal or recycling under special provision 636

- (1) By derogation from Chapter 3.2 in conjunction with section 4.1.4.1 of ADR, lithium ion and lithium metal cells and batteries and equipment containing such cells and batteries which are carried for disposal or recycling and are packed together with or without other non-lithium batteries may be packed in accordance with Packing Instruction P909 as set out under no. 5 below.
- (2) These cells and batteries shall not be subject to the provisions of paragraph 2.2.9.1.7 (a) to (e).
- (3) The packages shall be marked with “LITHIUM BATTERIES FOR DISPOSAL” or “LITHIUM BATTERIES FOR RECYCLING”.
- (4) Batteries identified as being damaged or defective shall be carried in accordance with Special Provision 661.
- (5)

P909	PACKING INSTRUCTION	P909
This packing instruction applies to UN Nos. 3090, 3091, 3480 and 3481 carried for disposal or recycling, either packed together with or packed without non-lithium batteries:		
(1) Cells and batteries shall be packed in accordance with the following: <ol style="list-style-type: none">(a) The following packagings are authorized, provided that the general provisions of 4.1.1 and 4.1.3, are met:<ul style="list-style-type: none">Drums (1A2, 1B2, 1N2, 1H2, 1D, 1G);Boxes (4A, 4B, 4N, 4C1, 4C2, 4D, 4F, 4G, 4H2); andJerricans (3A2, 3B2, 3H2).(b) Packagings shall conform to the packing group II performance level.(c) Metal packagings shall be fitted with a non-conductive lining material (e.g., plastics) of adequate strength for the intended use.		

- (2) However, lithium ion cells with a Watt-hour rating of not more than 20 Wh, lithium ion batteries with a Watt-hour rating of not more than 100 Wh, lithium metal cells with a lithium content of not more than 1 g and lithium metal batteries with an aggregate lithium content of not more than 2 g may be packed in accordance with the following:
- (a) In strong outer packaging up to 30 kg gross mass meeting the general provisions of 4.1.1, except 4.1.1.3, and 4.1.3.
 - (b) Metal packagings shall be fitted with a non-conductive lining material (e.g., plastics) of adequate strength for the intended use.
- (3) For cells or batteries contained in equipment, strong outer packagings constructed of suitable material, and of adequate strength and design in relation to the packaging capacity and its intended use, may be used. Packagings need not meet the requirements of 4.1.1.3. Large equipment may be offered for carriage unpackaged or on pallets when the cells or batteries are afforded equivalent protection by the equipment in which they are contained.
- (4) In addition, for cells or batteries with a gross mass of 12 kg or more employing a strong, impact resistant outer casing, strong outer packagings constructed of suitable material and of adequate strength and design in relation to the packagings capacity and its intended use, may be used. Packagings need not meet the requirements of 4.1.1.3.

Additional requirements:

1. Cells and batteries shall be designed or packed to prevent short circuits and the dangerous evolution of heat.
2. Protection against short circuits and the dangerous evolution of heat includes, but is not limited to,
 - individual protection of the battery terminals,
 - inner packaging to prevent contact between cells and batteries,
 - batteries with recessed terminals designed to protect against short circuits, or
 - the use of a non-conductive and non-combustible cushioning material to fill empty space between the cells or batteries in the packaging.
3. Cells and batteries shall be secured within the outer packaging to prevent excessive movement during carriage (e.g. by using a non-combustible and non-conductive cushioning material or through the use of a tightly closed plastics bag).

- (6) By derogation from Special Provision 636 (b) in conjunction with Packing Instruction P903b of ADR, lithium cells and batteries with a gross mass of not more than 500 g each or lithium ion cells with a Watt-hour rating of not more than 20 Wh, lithium ion batteries with a Watt-hour rating of not more than 100 Wh, lithium metal cells with a lithium content of not more than 1 g and lithium metal batteries with an aggregate lithium content of not more than 2 g, whether or not contained in equipment, collected and handed over for carriage for disposal or recycling, also together with or without other used non-lithium cells or batteries, are not subject to the other provisions of ADR, if they meet the following conditions:

- (i) The provisions of packing instruction P909 apply except for the additional requirements 1 and 2;

- (ii) A quality assurance system is in place to ensure that the total amount of lithium cells or batteries per wagon or large container/transport unit does not exceed 333 kg;

NOTE: The total quantity of lithium cells and batteries in the mix may be assessed by means of a statistical method included in the quality assurance system. A copy of the quality assurance records shall be made available to the competent authority upon request.

- (iii) Packages are marked “LITHIUM BATTERIES FOR DISPOSAL” or “LITHIUM BATTERIES FOR RECYCLING” as appropriate.
- (7) This agreement shall be valid until 30 June 2015 for carriage on the territories of the ADR Contracting Parties 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 ADR Contracting Parties signatory to this Agreement which have not revoked it.

Bonn, 10 January 2014

The competent authority for ADR
of the Federal Republic of Germany

For the Federal Ministry of Transport
and digital Infrastructure



Silvia Prinz