



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.15/AC.1/2009/36
18 June 2009

Original: ENGLISH

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, 8-11 September 2009 and
Geneva, 14-18 September 2009
Item 7 (b) of the provisional agenda

MISCELLANEOUS PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN

New proposals

Packaging waste

Transmitted by the European Federation of Waste Management
and Environmental Services (FEAD)^{1,2}

Introduction

1. The waste management sector is daily involved with significant quantities of waste composed of damaged, not fit for re-use, over-dated packaging, large packaging and IBCs (intermediate bulk containers). The waste fractions consist of a wide variety of volumes (from some millilitres up to three thousands litters) as well as various components (plastic, metal, glass,

¹ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2009/36.

cardboard, composite, wood...). This waste is for disposal, energy recovery or material recycling; the purpose is therefore not to re-use the packaging.

2. These packaging does not correspond to 'empty packagings' as referred to in the ADR. The current ADR provisions are therefore not adapted to these packaging waste. Moreover exemptions foreseen for empty packagings (1.1.3.5. and 1.1.3.6.) cannot be applied to these packaging waste.

3. Considering the above and in order to avoid confusion, FEAD recommends using the terminology 'solid waste consisting of various packagings'; even if it is obvious that the packagings are technically empty.

4. This type of packaging waste is not always in its entirety or closed. It can be damaged, contaminated with external residues and also be labelled. It is practically not possible to organise transport of homogeneous packaging waste. In order to avoid dangerous reactions, stringent mixing rules have to be defined prior to the transport.

5. The best and safest way to transport and treat solid waste consisting of mixed packagings is in bulk containers. Current ADR provisions are not adapted to this practice and can therefore not be applied.

Proposal 1

6. Add a definition under Chapter 1.2.1.

'Solid waste consisting of various empty uncleaned packagings' is waste composed of damaged, not fit for re-use, over-dated packagings, large packagings and IBCs.

7. Amend 1.1.3.5 to read as follows:

“1.1.3.5 Exemptions related to empty uncleaned packagings

1.1.3.5.1 Empty uncleaned packagings (including IBCs and large packaging) which have contained substances of Classes 2, 3, 4.1, 5.1, 6.1, 8 and 9 are not subject to the conditions of RID/ADR/ADN if adequate measures have been taken to nullify any hazard. Hazards are nullified if adequate measures have been taken to nullify all hazards of Classes 1 to 9.

1.1.3.5.2 Transport of solid waste consisting of various empty uncleaned packagings not fit for re-use, presented for carriage for disposal or (energy/material) recovery, are not subject to the conditions of RID/ADR/ADN if adequate measures have been taken to nullify any hazards and stringent mixing rules have been defined prior to the transport. Transport is then allowed in bulk in transport units with cover, closed containers or containers with cover, all with complete walls, or in overpackaging fulfilling the same requirements. The floor of the

container must be leakproof or rendered leakproof by means of a suitable and sufficiently stout inner lining.

This provision may not be used for solid waste consisting of various empty uncleaned packagings when the last content was a substance belonging to a class mentioned in 2.1.3.5.3, to Class 4.3, substances of the case mentioned in 2.1.3.7 or substance which are not accepted for carriage in accordance with 2.2.x.2.”.

Justification

Safety

8. Solid waste consisting of mixed packagings is not defined as such in the ADR guidelines; this proposal offers a guideline to manage the risk of this kind of waste when transported. Waste management procedures already include measures to avoid dangerous reactions. Same safety procedures are applied to the mixing of packaging waste as for any other waste.

Feasibility

9. The waste management sector, municipalities (container parks) and SMEs are concerned by the proposed amendment. It is in line with the measures already taken to make the RID/ADR/ADN more workable. No transitional period is required.

Enforceability

10. Monitoring can be ensured as all waste management companies have to be registered. Monitoring information is available at the licensed facilities.

Proposal 2

11. Amend 5.4.1.1.8 to read as follows:

“5.4.1.1.8 Special provisions for carriage of solid waste consisting of various empty uncleaned packagings

For carriage in accordance with 1.1.3.5.2, a statement shall be included in the transport document, as follows: “Carriage in accordance with 1.1.3.5.2.”.

Justification

12. Unless provision 1.1.3.5.2 refers to an exemption of the ADR, the waste management industry is in favour of an explicit mention of this exemption on the transport documents. This mention will avoid any confusion, misunderstanding, or distrust in case of control by the competent authorities.
