

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Berne, 26 - 30 March 2007)

**Report of the Working Group on the Carriage of Dangerous Wastes
(Bonn, 12 and 13 March 2007)**

Transmitted by Germany

1. The Joint Meeting working group on the carriage of dangerous wastes held a third meeting in Bonn on 12 and 13 March 2007 under the chairmanship of Mr I. Döring (Germany).
2. The meeting was attended by State representatives from Belgium, France, the Netherlands, Sweden and Germany and representatives from OTIF, FEAD and IRU.
3. As decided by the Joint Meeting in September 2006, the following items were discussed:
 - Carriage of lighters for their disposal (see report of the Joint Meeting OTIF/RID/RC/2006-B or ECE/TRANS/WP.15/AC.1/104, paragraphs 28 and 29)
 - Establishing the conditions for applying a simplified system of classification of dangerous wastes (OTIF/RID/RC/2006-B or ECE/TRANS/WP.15/AC.1/104, paragraphs 72(a) and (b))
 - Developing a simplified system of classification of dangerous wastes (OTIF/RID/RC/2006-B or ECE/TRANS/WP.15/AC.1/104, paragraph 72(a))

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- Specifications for the packing group for dangerous wastes classified in accordance with the simplified system (OTIF/RID/RC/-2006-B or ECE/TRANS/WP.15/AC.1/104, paragraph 72(c))
- The possibility of using the European waste key number instead of the technical name (OTIF/RID/RC/2006-B or ECE/TRANS/WP.15/AC.1/104, paragraph 72(d)).

Carriage of lighters for their disposal

4. With regard to the carriage of lighters for their disposal, the representative of Sweden submitted a proposal that was used as a basis for the working group's discussion. The proposal suggested using conditions of carriage similar to those used for waste aerosol dispensers. After a lengthy discussion, a proposed text was drafted. The text is shown in Annex 1 to this report. At the suggestion of the representative of OTIF, all the provisions which, in the view of the working group members, must be complied with for the carriage of lighters for their disposal are contained in the new special provision.

Conditions for applying a simplified system of classification of dangerous wastes

5. Following a lengthy discussion, on the basis of a text proposed by the representative of France, the working group members agreed conditions for applying a simplified system of classification of dangerous wastes (see Annex 2). They saw no need to specify a quantity limit beyond which a simplified system of classification of dangerous wastes can be applied.

Establishing the conditions for applying a simplified system of classification of dangerous wastes

6. The proposals set out in Annex 2 to this report on introducing a simplified system of classification of dangerous wastes also contain specifications concerning the packing group for dangerous wastes classified in accordance with the simplified system.

Using the European waste key number instead of the technical name

7. The working group explored the possibility of using the European waste key number instead of the technical name and concluded unanimously that providing such information is not considered necessary. Instead, when a waste has been assigned to a UN number and packing group in accordance with the simplified system for the classification of dangerous wastes, a corresponding note should be entered in the transport document and the technical name in accordance with special provision 274 should not be provided. A proposal along these lines is also contained in Annex 2 to this report.

Any other business

8. Regardless of the Joint Meeting's decisions on the provisions proposed in Annexes 1 and 2 to this report, the representative of the Netherlands requested the working group to draw the Joint Meeting's attention to the point set out as the third conclusion in INF.15 from the last Joint Meeting. He explained that in relation to the classification of goods of Class 1 carried for their disposal, a rule on classification at a higher level might be necessary. He said he might come back to this point in more detail at a future session of the Joint Meeting.

Proposal 1:

3.3.1 Add a new RID/ADR/ADN specific special provision 6xx to read as follows:

"6xx Waste lighters collected separately and consigned in accordance with 5.4.1.1.3 may be carried under this entry for the purposes of disposal. They need not be protected against inadvertent discharge provided that measures are taken to prevent the dangerous build up of pressure and dangerous atmospheres.

Waste lighters, other than those leaking or severely deformed, shall be packed in accordance with packing instruction P003. In addition the following provisions shall apply:

- only rigid packagings of a maximum capacity of 60 litres shall be used;
- the packagings shall be filled with water or any other appropriate protection material to avoid any ignition;
- under normal conditions of carriage all ignition devices of the lighters shall fully be covered by the protection material;
- the packagings shall be adequately vented to prevent the creation of flammable atmosphere and the build up of pressure;
- the packages shall only be carried in ventilated or open wagons/vehicles or containers.

Leaking or severely deformed lighters shall be carried in salvage packagings, provided appropriate measures are taken to ensure there is no dangerous build up of pressure.

Note: *Special provision 201 and special packing provisions PP84 and RR5 of packing instruction P002 in 4.1.4.1 do not apply to waste lighters."*

Proposal 2:

Add a new Note to SP 201 of 3.3.1 and to the special packing provisions PP84 and RR5 of packing instruction P002 in 4.1.4.1 to read as follows:

"Note: *For waste lighters collected separately see Chapter 3.3, special provision 6xx."*

Proposal 1:

Add a new paragraph 2.1.3.5.5 as follows:

"2.1.3.5.5 If the substance to be carried is a waste, with a composition that is not precisely known, its assignment to an UN number and packing group in accordance with 2.1.3.5.2 may be based on the consignor's knowledge of the waste, including all available technical and safety data as requested by safety and environmental legislation in force*).

In case of doubt, the highest danger level shall be taken.

If however, on the basis of the knowledge of the composition of the waste and the physical and chemical properties of the identified components, it is possible to demonstrate that the properties of the waste do not correspond to the properties of the packing group I level, the waste may be classified by default in the most appropriate n.o.s. entry of packing group II.

This procedure may not be used for wastes containing substances belonging to a class mentioned in 2.1.3.5.3, to Class 4.3, to the case mentioned in 2.1.3.7 or for substances which are not accepted for carriage in accordance with 2.2.x.2.

*) Such legislation is for instance the Commission Decision 2000/532/EC of 3 May 2000 replacing Decision 94/3/EC establishing a list of wastes pursuant to Article 1(a) of Council Directive 75/442/EEC on waste (replaced by the Directive of the European Parliament and of the Council 2006/12/EC (Official Journal of the European Communities No. L 114 of 27 April 2006, page 9) and Council Decision 94/904/EC establishing a list of hazardous wastes pursuant to Article 1(4) of Council Directive 91/689/EEC on hazardous wastes (Official Journal of the European Communities No. L 226 of 6 September 2000, page 3)."

Proposal 2:

5.4.1.1.3 Add the following sentence at the end:

"If the provision for waste as set out in 2.1.3.5.5 is applied, the following shall be added to the proper shipping name:

"WASTE IN ACCORDANCE WITH 2.1.3.5.5" (e.g. "UN 3264, CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S., 8, II, WASTE IN ACCORDANCE WITH 2.1.3.5.5").

The technical name, as prescribed in Chapter 3.3, special provision 274, need not be added."