



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.15/AC.1/2009/4
29 December 2008

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

Geneva, 23 - 27 March 2009
Item 6 of the provisional agenda

PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN

Section 5.4.1: Dangerous goods transport document and information
with reference to environmentally hazardous substances

Transmitted by the Government of Sweden^{1,2}

SUMMARY

Executive summary: When a substance belonging to one of classes 1 to 9 meets the classification criteria of 2.2.9.1.10, the transport document shall bear the inscription “Environmentally hazardous”.

.../...

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/2009/4.

| | |
|----------------------------|---|
| Action to be taken: | Add a new sub-paragraph, 5.4.1.1.X, for carriage of environmentally hazardous substances. |
| Related documents: | ECE/TRANS/WP.15/AC.1/108, paras. 55-64; Informal document INF.9 submitted to the 85 th session of the Working Party on the Transport of Dangerous Goods. |

Introduction

1. Special marking provisions (fish and tree) for environmentally hazardous substances were introduced in the 2009 editions of RID and ADR. A transitional period of two years is allowed for substances belonging to one of classes 1 to 9, other than those assigned to UN Nos. 3077 or 3082 (see 1.6.1.17).

2. At the October 2008 session of the Working Party on the Transport of Dangerous Goods, the Government of Sweden raised some issues related to this new marking. One important question was whether any work had been initiated in order to complement these marking provisions with information that indicates when markings and placards are required. Responses were received which commonly expressed the view that some kind of information is needed, especially for carriers indicating when placards are to be placed on their vehicle/wagon.

3. The Government of Sweden believes that the most practical solution for a carrier is to have all relevant information about the load in the transport document. According to 1.4.2.2 of RID/ADR, the following safety obligations apply to the carrier:

“1.4.2.2.1 In the context of 1.4.1, where appropriate, the carrier shall in particular:

- (f) ascertain that the danger labels and markings prescribed for the vehicles/wagons have been affixed;”

4. At the end of 1.4.2.2.1, it is also stated that, where appropriate, this shall be done on the basis of the transport documents and accompanying documents, by a visual inspection of the vehicle or the containers and, where appropriate, the load. According to 1.4.2.2.2, the carrier may also rely on information and data that are made available to him by other participants.

5. In conclusion, if no indication is given in the transport document that a substance is environmentally hazardous, the Government of Sweden does not see how the carrier could fulfil the requirement in 5.3.6 that a placard shall be displayed.

Proposal

6. Add a new sub paragraph 5.4.1.1.X reading as follows:

“5.4.1.1.X Special provisions for carriage of environmentally hazardous substances

When a substance belonging to one of classes 1 to 9 meets the classification criteria of 2.2.9.1.10, the transport document shall bear the inscription “Environmentally hazardous”. This requirement does not apply to UN Nos. 3077 and 3082.”

Justification

Safety implications: Safety will be increased.

Feasibility:

When goods are carried in accordance with 1.1.3.6, the provisions in Chapter 5.3 do not apply, whilst section 5.4.1 still apply. This means that adding the phrase “Environmentally hazardous” in the transport document would be required when goods are carried in accordance with 1.1.3.6, even though placards are not required. However, since the transport at a later stage in the transport chain might exceed the limits specified in 1.1.3.6, the Government of Sweden believe adding this phrase fulfil its purpose.
