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**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

Soils and construction and demolition waste contaminated with PCBs

Transmitted by the European Federation of Waste Management  
And Environmental Services (FEAD)<sup>1,2</sup>

**Introduction**

1. In the context of soil sanitation and site remediation, some consignments may include solid waste contaminated with PCBs with concentrations higher than 1000 ppm.
2. The reference to VV15 was drafted in the past (2005) for the following UN-numbers : UN 2315, UN 3151, UN 3152 and UN 3432.

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<sup>1</sup> 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)).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2009/29.

3. VV15 is developed for solids and not for liquids.

### **Proposal**

4. Delete provision VV15 for UN 2315 and UN 3151.
5. Change the maximum concentration in VV15 from 1000 ppm in 5 %.

### **Justification**

#### Safety:

6. The mistake in the ADR to transport liquids with PCB's in bulk is solved. There are no safety implications. As PCB's are not volatile the raise of the concentration has no negative impact on the environment.

#### Feasibility

7. The waste management and transport sectors, as well as the public sector (mandatory clean up operations) are concerned by the proposed amendment. It is a clear and applicable provision. It is controllable. It will avoid unnecessary manipulation/packaging for waste, which is preferably treated in bulk. No transitional period is required.

#### Enforceability

8. Enforceability can be observed and can be monitored by spot controls.
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