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**Committee of Experts on the Transport of Dangerous Goods  
and on the Globally Harmonized System of Classification  
and Labelling of Chemicals****Sub-Committee of Experts on the Transport of Dangerous Goods****Forty-second session**

Geneva, 3 – 11 December 2012

Item 2 (b) of the provisional agenda

**Recommendations made by the Sub-Committee on its thirty-ninth,  
fortieth and forty-first sessions and pending issues: listing, classification and packing****Transport of packaging waste with residues of  
dangerous goods****Transmitted by the expert from France<sup>1</sup>****Background**

1. At its forty-first session, the Sub-Committee considered informal document INF.19, transmitted by France on behalf of the RID/ADR/ADN Joint Meeting working group.
2. Although the Sub-Committee noted that the issue raised by this proposal was related to practical problems for waste management, the discussions showed that it would be difficult to find a solution on all the different issues at stake on the short term. Yet the Sub-Committee decided that it would still be possible to develop at least 1 entry in the list of dangerous goods, needed to define transport conditions for such packaging waste, during this biennium.
3. Therefore France was asked to submit its proposal as an official document for the present session. (see extract from document ST/SG/AC.10/C.3/82 paragraphs 91 to 93 below):

*“91. The Sub-Committee noted that the proposal submitted by France was related to practical problems caused by the implementation of European legislation on collection of wastes for disposal, recycling or recovery. Some*

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<sup>1</sup> In accordance with the programme of work of the Sub-Committee for 2011-2012 approved by the Committee at its fifth session (refer to ST/SG/AC.10/C.3/76, para. 116 and ST/SG/AC.10/38, para. 16).

experts felt that this was a regional problem only, since no such legislation difficulties existed in their countries. They were also reluctant to describe these products as “waste” since this could result in the application of environmental law regulations besides transport regulations.

92. The discussion showed that it would be difficult to find a compromise on the different issues at stake, but since a UN number was needed for defining transport conditions for such waste packagings, it should be possible to develop at least an entry in the list of dangerous goods during this biennium, even if the transport conditions had to be left to the decision of competent authorities.

93. Since this proposal had been submitted as an informal document due to time constraints, and that again, it would not be possible to submit in due time a new proposal as an official document after the next session of the RID/ADR/ADN Joint Meeting, it was agreed that the expert from France would submit his proposal as an official document for the next session. Any change resulting from RID/ADR/ADN Joint Meeting decisions would be communicated to the Sub-Committee in informal documents.”

4. France submits the proposal hereby which is essentially the content of informal document INF.19, in order to allow further discussion on this matter, that should, as a minimum, lead to the introduction of a new entry in the Dangerous Goods List of the Model Regulations, allowing downstream regulations of competent authorities to define specific requirements where appropriate.

5. In parallel, an informal document is submitted to the Joint Meeting at its Autumn 2012 session, to inform the Group about the proposal and the discussions that were held during the 41st session of the Sub-Committee. The Joint Meeting may wish to provide additional comments for this discussion in the form of an informal document related to the paper hereby.

## Proposal as drafted in informal document INF.19

6. In chapter 3.2, Dangerous Goods List, add the following new entry:

(1)	(2)	(3)	(4)	(5)	(6)	(7a)	(7b)	(8)	(9)	(10)	(11)	(12)
3xxx	PACKAGING WASTE	9			yyy	0	E0	P003 LP02	PPxx Lxx Lxy	BK2		

7. Add a new special provision to chapter 3.3, to read as follows:

“yyy This entry may only be used for packagings, large packagings or intermediate bulk containers (IBC), or parts thereof, which are transported for disposal, recycling or recovery of their material, other than reconditioning, repair, routine maintenance, remanufacturing or reuse, and which have been emptied to the extent that only residues stuck to the packaging parts are present when they are handed over for carriage.

The residues shall only be of dangerous goods of Classes or Divisions 3, 4.1, 5.1, 6.1, 8 or 9, except:

- Substances assigned to packing group I or that have “0” assigned in Column (7a) of Dangerous Goods List of Chapter 3.2, or;
- Substances classified as desensitized explosive substances of Class 3 or Division 4.1, or;

- Substances classified as self-reactive substances of Division 4.1, or
- Asbestos (UN 2212 and UN 2590), polychlorinated Biphenyls (UN 2315 and UN 3432) and polyhalogenated Biphenyls or polyhalogenated Terphenyls (UN 3151 and UN 3152).

[Packaging waste] with residues presenting a risk or a subsidiary risk of Division 5.1 shall not be packed together with other [packaging waste], or loaded together with other [packaging waste] in the same bulk container.

In addition to the provisions of Chapter 5.2, packages containing [packaging waste] shall bear all the labels corresponding to the risks or subsidiary risks related to each residue.

[In addition to the provisions of Chapter 5.3, all the placards corresponding to the risks or subsidiary risks related to each residue shall be affixed to the cargo transport units containing the [packaging waste].]<sup>2</sup>

Sorting procedures shall be implemented on the loading site to ensure compliance with the provisions applicable to this entry. The relevant documents shall be made available to the competent authority upon request.”

8. Add the following special packing provision PPxx to P003 :

“PPxx For UN 3XXX, rigid packaging meeting the construction requirements of 6.1.4, made leak tight or fitted with a leak tight and puncture resistant sealed liner or bag, shall be used provided the packaging has a means of retaining any free liquid that might escape during transport, e.g. absorbent material.

Before being filled and handed over for carriage, every packaging shall be inspected to ensure that it is free from corrosion, contamination or other damages. Any packaging showing signs of reduced strength, shall no longer be used (minor dents and scratches are not considered as reducing the strength of the packaging).

Packagings intended for the transport of [packaging waste] with residues of Division 5.1 shall be so constructed or adapted that the goods cannot come into contact with wood or any combustible material.”

9. Add the following special packing provisions Lxx and Lxy to LP02:

“Lxx For UN 3XXX, rigid large packagings meeting the construction requirements of 6.6.4, made leak tight or fitted with a leak tight and puncture resistant sealed liner or bag, shall be used provided the large packaging has a means of retaining any free liquid that might escape during transport, e.g. absorbent material.

Before being filled and handed over for carriage, every large packaging shall be inspected to ensure that it is free from corrosion, contamination or other damages. Any large packaging showing signs of reduced strength, shall no longer be used (minor dents and scratches are not considered as reducing the strength of the large packaging).

<sup>2</sup> EXPLANATORY NOTE (not part of the text of the special provision) : this sentence has been put into brackets since further informal consultation following the Brussels working group has raised difficulties about the full placarding of the cargo transport unit, that could lead to operational problems, not justified by the low risk level of this transport.

Large packagings intended for the transport of [packaging waste] with residues of Division 5.1 shall be so constructed or adapted that the goods cannot come into contact with wood or any combustible material.

**Note:** IBCs which only conform to the construction requirements of 6.5.5 may be **accepted** for the transport of [packaging waste] provided they additionally conform to the requirements of this special packing provision.”

“Lxy For UN 3XXX, large packagings are not required to meet the requirements of 4.1.1.3 and 6.6”.

10. Add a new 4.3.2.7 as follows:

**“4.3.2.7 Bulk goods of UN number 3XXX**

For UN 3XXX , only closed containers (code BK2) may be used. Containers shall be made leak tight or fitted with a leak tight and puncture resistant sealed liner or bag, and shall have a means of retaining any free liquid that might escape during transport, e.g. absorbent material. [Packaging waste] with residues of Division 5.1 may be transported in bulk containers which have been so constructed or adapted that the goods cannot come into contact with wood or any combustible material”

11. Add a new paragraph (e) at the end of 5.4.1.4.3:

“(e) For [Packaging waste], the dangerous goods description specified in 5.4.1.4.1. a) to e) shall be complemented with the words “WITH RESIDUES OF” followed by the Class(es), Division(s) or subsidiary risk(s) corresponding to the residues, in the Class/Division numbering order.

For example, in the transport document, [packaging waste] having contained goods of Division 4.1 packed together with [packaging waste] having contained goods of Class 3 with a Division 6.1 subsidiary risk should be referred as:

**3XXX [PACKAGING WASTE], 9, WITH RESIDUES OF 3, 4.1, 6.1”**

[or alternatively:

**“3XXX [PACKAGING WASTE] (WITH RESIDUES OF 3, 4.1, 6.1), 9”].**

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