



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**

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Item 5 (b) of the provisional agenda

Proposals for amendments to RID/ADR/ADN: new proposals**Description of pollutants on documents**

Transmitted by the International Association for Soaps, Detergents and Maintenance Products (AISE), the European Chemical Industry Council (CEFIC), the European Council of the Paint, Printing Ink and Artists' Colours Industry (CEPE) and the European Association of Chemical Distributors (FECC)^{1, 2}

Introduction

1. The 2011 edition of RID/ADR has introduced the provision in 5.4.1.1.18 that documents relating to all products of classes 1 to 9 which are aquatic pollutants (according to 2.2.9.1.10) shall be annotated "ENVIRONMENTALLY HAZARDOUS", aside from UN Nos. 3077 and 3082 and the exceptions listed in 5.2.1.8.1.

2. Where transport involves a maritime leg in the journey, it is permitted to use the description "MARINE POLLUTANT" instead, in accordance with 5.4.1.4.3 of the IMDG Code.

¹ In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para.106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2011/5.

Discussion

3. In trying to implement the new provision, industry is experiencing significant problems, particularly with information technology systems. Manual amendments are having to be made, often at the last minute.
4. Only when an order is placed is it known which modes of transport will be involved – will it be single mode or multi-mode? This will change the description of the goods, even though the classification is identical for both sea and land modes.
5. It is regrettable that a uniform description could not be achieved across the modes when the new criteria for classification of substances hazardous to the aquatic environment of the Globally Harmonized System of Classification and Labelling of Chemicals was introduced for each mode regulations.
6. The facility in RID/ADR to use "MARINE POLLUTANT" for inter-modal journeys was thought to be sufficient but it was proved not to be the case for the reasons set out above. This is particularly the case in maritime nations and those with many offshore islands or peninsulas.
7. It will be difficult for the International Maritime Dangerous Goods Code to be changed as it is world-wide and has used the description for many years under the provisions of the Convention for MARPOL for the bulk transport of pollutants.
8. On the other hand, the description "MARINE POLLUTANT" delivers an appropriate message in the case of spillages from land transport. If acceptable for inter-modal journeys, why not make it available as an alternative for all journeys at the choice of the consignor or carrier?

Proposal

9. Amend 5.4.1.1.18 to read:

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 additional inscription "ENVIRONMENTALLY HAZARDOUS" or "MARINE POLLUTANT" (according to 5.4.1.4.3 of the IMDG Code). This additional requirement does not apply to UN Nos. 3077 and 3082 or for the exceptions listed in 5.2.1.8.1.

~~The inscription "MARINE POLLUTANT" (according to 5.4.1.4.3 of the IMDG Code) instead of "ENVIRONMENTALLY HAZARDOUS" is acceptable for carriage in a transport chain including maritime carriage.~~