

Economic Commission for Europe

Inland Transport Committee

21 January 2022

Working Party on the Transport of Dangerous Goods

Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)

English

Thirty-ninth session

Geneva, 24–28 January 2022

Item 3 of the provisional agenda

Matters arising from the work of United Nations bodies or other organizations

WP.15/AC.2 and Circular Economy

Note by the secretariat

WP.15/AC.2 and Circular Economy

Document (March 2021): [E/ECE/1500](https://www.un.org/en/development/desa/policy/economic-affairs/policybrief/policy-brief-1500.pdf)

- Sustainable use of natural resources
- 2030 Agenda and Sustainable Development Goals (SDGs)*
- Building back better in response to the COVID-19 pandemic
- Climate change mitigation
- Public private partnerships on cross-cutting issues

At its recent session on 21 July 2021, EXCOM decided to reach out to its subsidiary bodies for feedback and contributions on the high-level themes and to report back to the Commission session in October/November 2022

* <https://www.un.org/sustainabledevelopment/sustainable-development-goals/>

Excerpt from E/ECE/1500



I. Circular economy and the sustainable use of natural resources

The Economic Commission for Europe,

1. Recognizing the adverse impacts of the crisis resulting from the COVID-19 pandemic on sustainable development, among others, and the need to build back better, to build a more equitable, inclusive, sustainable and resilient future and to get back on track to realize the 2030 Agenda for Sustainable Development,
2. Emphasizing the importance of circular economy and the sustainable use of natural resources in achieving the Sustainable Development Goals (SDGs), supporting economic prosperity and resilience, addressing environmental pressures, mitigating climate change and building back better in response to the COVID-19 pandemic,
3. Recognizing the need for multilateral and coordinated multi-stakeholder approaches to develop integrated solutions to respond to these challenges and stressing the importance of public private partnerships,
4. Noting that the United Nations Environmental Assembly refers to a more circular economy as one of the current sustainable economic models, in which products and materials are designed in such a way that they can be reused, remanufactured, recycled or recovered and thus maintained in the economy for as long as possible, along with the resources of which they are made, and the generation of waste, especially hazardous waste, is avoided or minimized, and greenhouse gas emissions are prevented or reduced,



SUSTAINABLE DEVELOPMENT GOALS

1 NO POVERTY 	2 ZERO HUNGER 	3 GOOD HEALTH AND WELL-BEING 	4 QUALITY EDUCATION 	5 GENDER EQUALITY 	6 CLEAN WATER AND SANITATION 
7 AFFORDABLE AND CLEAN ENERGY 	8 DECENT WORK AND ECONOMIC GROWTH 	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 	10 REDUCED INEQUALITIES 	11 SUSTAINABLE CITIES AND COMMUNITIES 	12 RESPONSIBLE CONSUMPTION AND PRODUCTION 
13 CLIMATE ACTION 	14 LIFE BELOW WATER 	15 LIFE ON LAND 	16 PEACE, JUSTICE AND STRONG INSTITUTIONS 	17 PARTNERSHIPS FOR THE GOALS 	 SUSTAINABLE DEVELOPMENT GOALS

Major challenges to the achievement of circular economy

- Design of products and materials in such a way:
 - that they can be reused, remanufactured, recycled and recovered
- Avoid or minimize the generation of:
 - waste, especially hazardous waste
 - Greenhouse gas emissions
- Challenges and ongoing activities of WP.15 and WP.15/AC.2:
 - > materials for dangerous goods packagings, containments, etc.
 - > new provisions for the carriage of batteries, cells, hydrogen, etc.
 - > greener vehicles/vessels for the transport of dangerous goods (use of new propulsions technologies e.g. hybrid, electric, fuel cells)

COVID-19 impact and solutions implemented by contracting parties



- Transport of dangerous goods issues in contracting parties:
 - Transport conditions for COVID-19 vaccines (dry ice/refrigerated)
 - Transport of medical wastes
 - Delivery/supply of hospitals with pressured gas receptacles (e.g. oxygen, helium, compressed gaseous or refrigerated liquid CO₂)
 - Restrictions/cancellation of training for ADN safety advisers and limitations of certificates
- > Partially resolved through multilateral agreements

Possible actions or contributions

- Report back on the ongoing activities related to circular economy such as:
 - IWG on the use of battery electric vehicles and hydrogen fuel cell vehicles for the transport of dangerous goods
 - Regulatory aspects on the use of recycled plastics material
 - New provisions for the carriage of batteries, cells, hydrogen, etc.
 - COVID-19 response by WP.15/AC.2 through Multilateral Agreement
- Promote globally our:
 - Legal instruments (such as RID, ADR and ADN agreements)
 - Recommendations (GHS, Model Regulations, Manual of Test and Criteria)
 - Invite countries not yet being a contracting state/party to the RID/ADR/ADN
- Insertion of new agenda item on collaboration and capacity building:
 - Exchange of lessons learned and best practice experiences (e.g. incidents, accidents involving dangerous goods)
 - Workshops on identified subject in the interest of stakeholders (processing waste recycling, new models of production, etc.)