

3.4 Transport and tracking

The transfer of waste from primary storage sites to intermediate and long term storage or to treatment and disposal facilities should be carried out by suitable vehicles, e.g. road tankers for liquid waste and trucks for solid waste. During an emergency, a variety of vehicles not normally used for oil transport may be required. This may include vacuum trucks, tipper trucks, skips or refuse trucks. Sources of transport means should ideally be identified in the OSWMP and agreements made in advance.

Transport should be organised in accordance with applicable national legal requirements for the transport of waste by road, by train, or by fluvial and maritime means. Key issues include: conditions for packaging and labelling, vehicle characteristics and safety equipments, conditions and limitations for circulation, movement and traceability.

The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) was established in Geneva on 30 September 1957 under the auspices of the United Nations Economic Commission for Europe (UNECE), and it entered into force on 29 January 1968. The Agreement itself is short and simple. The second Article is essential and states that, apart from some excessively dangerous goods, other dangerous goods may be carried internationally in road vehicles subject to compliance with the conditions laid down in Annex A for the goods in question, in particular as regards their packaging and labelling; and the conditions laid down in Annex B, in particular as regards the construction, equipment and operation of the vehicle carrying the goods in question. The 2009 edition, published by the United Nations, can be found in ECE/TRANS/202, Vols I and II.

In this framework, rules are very constraining in term of goods classification and labelling, characteristics required for packaging and vehicles, loading and transport procedures. If specific dispositions are not already provided in the existing national laws, or if the emergency of the situation generated by medium or major oil spill require adaptation, authorities can issue derogations to deal with OSWM constraints and define minimum safety and traceability requirements. The major points to consider are as follow:

- ↳ ensure traceability for collected waste by appropriate control measures when leaving the storage sites and on arrival in treatment or disposal sites;
- ↳ avoid spreading pollution by leaching from inappropriate transportation means or by lack of decontamination of truck wheels when necessary;
- ↳ provide authorities with recommendations on suitable routes and in some case, implement a traffic scheme to mitigate the risks and inconvenience.

Proposed content of this Sub-section of the Plan


→ **Recommendations on the regulations for the transport of oil spill waste.**

→ **Recommendations on waste transport logistics.**

→ **Recommendations on oil spill waste tracking system.**

Recommendations to develop this Sub-section

Refer to the Questionnaire of REMPEC, Section 3, Questions 3-1, 3-2, and Section 6, Question 6-1

 **Refer to TG n°6** "Template "Waste tracking datasheet"", p.53, for a template to adapt to identify the producer of the waste, the transport company and the destination.

 **For further information**, see:

- List of Member States and competent authorities for the application of ADR :

http://www.unece.org/oes/nutshell/member_States_representatives.htm

- UNECE – Transport Division Home Page : <http://www.unece.org/trans/conventn/legalinst.html>
- Annexe A and B, regularly modified and updated since their entry in force, can be consulted on the following site : <http://www.unece.org/trans/danger/publi/adr/adr2007/07ContentsF.html>