



## Multilateral Agreement M281

under paragraph 1.5.1 of Annex A of ADR, concerning the carriage of waste contaminated with viruses causing haemorrhagic fever

1. By derogation from the provisions of Chapter 6.3 and packing instruction P620 of 4.1.4.1, waste materials that have been contaminated with or are suspected of having been contaminated with a virus causing haemorrhagic fever such as Ebola, for transport to final disposal, may be packed and carried by road in accordance with the following provisions:

### 2. DANGEROUS GOODS

Infectious substances, affecting humans      Class 6.2      UN 2814

This Agreement is applicable for all waste materials that have been contaminated with or suspected to have been contaminated with a category A virus causing haemorrhagic fever, which cannot be safely placed into the P620-packagings that are presently available due to specific size limitations or contamination risk. These waste materials have a high potential of contaminating medical and intervention personnel during the packaging process.

### 3. PACKAGINGS

"Combination packagings" consisting of the following components are authorized :

1. Rigid inner packaging, functioning as primary packaging: 1H2 plastic drum, that meets the relevant requirements of 4.1.1 and 4.1.3 and that is tested and certified at a minimum to the packing group II performance level for liquids or solids, as appropriate.
  - (a) For packagings tested for solids, sufficient jellifying agent or adequate inert absorbent material shall be added in the primary inner packaging, to eliminate the presence of any free liquid.
  - (b) The primary packaging shall be closed in accordance with the information provided by the manufacturer.
  - (c) After the primary inner packaging has been sealed, the exterior surface of that inner packaging shall be treated with a suitable disinfectant for the virus. The primary and secondary packaging shall not be negatively affected or structurally weakened by the disinfectant.
2. Secondary packaging: leak proof plastic bag with a minimum thickness of 75 µm. The plastic bag shall be securely closed to prevent the release of any material from the bag if inverted. The closure method must not tear, puncture or otherwise damage the bags.

3. Tertiary rigid outer packaging: 1H2 plastic drum or 4H2 plastic box, that meets the relevant requirements of 4.1.1 and 4.1.3 and that is tested and certified to the packing group I performance level for solids.
  - (a) Each tertiary packaging shall contain only one combination of primary and secondary packagings
  - (b) The tertiary packaging shall be closed in accordance with the information provided by the manufacturer.
  - (c) The size of the tertiary packaging shall not exceed the dimensions of the feeding opening of the incinerator.
  - (d) Sufficient quantity of cushioning material shall be added in the outer packaging.
  - (d) The closed outer packaging shall be treated with a suitable disinfectant and shall not be negatively affected or structurally weakened by the disinfectant.

Additional safety measures:

1. The inner packagings must be placed into outer packagings in such a manner as to minimize the risk of damage to the packagings.
2. The outer packaging must remain closed once filled with inner packagings containing the material authorised by this agreement.
3. The outer packaging shall not enter into the contaminated area.

#### 4. OTHER SAFETY MEASURES

This waste shall be carried to final disposal in accordance with the requirements from the competent authorities.

To prevent any contamination due to removing one or more layers of the combination packaging when offered for final disposal, the outer packaging shall not be opened.

Before loading the package into the transport unit, the packer, the consignor and the loader must ensure that the package is properly closed to prevent the release of any material during carriage.

The carrier must have a written spill response plan that includes provisions for the decontamination of spilled materials and be in possession of the necessary personal protective equipment. He must respond to any release or suspected release from a package that occurs during carriage. The response must include complete removal of any spilled material and decontamination of the release site, vehicle surfaces and external surfaces of the package involved.

Each vehicle used under the terms of this Agreement must be decontaminated prior to subsequent loading in accordance with the applicable federal, regional or local requirements.

The carrier is not allowed to carry any other dangerous goods as a load in the same transport unit, with the exception of UN 3291, together with UN2814, as defined under this Agreement.

Packagings are not allowed to be stacked.

After loading the dangerous goods under the terms of this Agreement, the driver shall drive to the final disposal facility in a single transport operation, without intermediate stops. Intermediate stops are however authorized as long as the vehicle is supervised at all times.

## 5. TRAINING

Each employee involved in the packing and carriage must receive adequate training on the requirements and conditions of this Agreement in addition to the training required in chapter 1.3 of ADR.

The driver shall receive additional training concerning the requirements of this Agreement and the instructions in case of emergency.

## 6. DOCUMENTATION

A current copy of this Agreement must be maintained at each medical or treatment facility where the package is offered for carriage.

A current copy of this agreement must be carried aboard each transport unit used to transport packages covered by this Agreement.

The consignor shall enter in the transport document "Carriage agreed under the terms of section 1.5.1 of ADR (M281)"

7. All other provisions of ADR relating to the carriage of infectious substances - UN2814 - shall apply, including Chapter 1.10.
8. This agreement shall be valid until 31 December 2016 for carriage on the territories of those ADR Contracting Parties signatory to this Agreement. If it is revoked before that date by one of the signatories, it shall remain valid until the above mentioned date only for carriage on the territories of those ADR Contracting Parties signatory to this Agreement which have not revoked it.

Done in Brussels on 14 November 2014

The competent authority for ADR in Belgium

Martine INDOT  
Director-General, a.i.



