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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**
(Twentieth session, 3-12 December 2001,
agenda item 4)

TRANSPORT OF SOLID SUBSTANCES IN BULK IN CONTAINERS

New provisions

Amendments to Chapters 1.2.1, 3.2, 4.3 and 6.8

Transmitted by the experts from Germany and the United Kingdom

1. INTRODUCTION

1. The experts from Germany and the United Kingdom refer to the discussions on proposed regulations for the transport of dangerous substances in bulk which took place during the 21st session of the Committee of Experts on the Transport of Dangerous Goods. The Committee considered the following papers, ST/SG/AC.10/2000/1, the Report of the Informal Working group, and the proposed text in ST/SG/AC.10/2000/16, UN/CETDG/21/INF.4 and UN/CETDG/21/INF.35 and comments received from other experts.

2. The Committee at that meeting decided to defer consideration of this topic until this present biennium and the experts of Germany and the United Kingdom agreed to submit revised proposals on the basis of text already in these documents and subsequent comments from other experts. This subject was considered again during the 19th session of the Sub-Committee of Experts on the Transport of Dangerous Goods where the following papers ST/SG/AC.10/C.3/2001/20, UN/SCETDG/19/INF.25 and UN/SCETDG/19/INF.33 were considered by the Sub-Committee in plenary and also during a lunchtime working group.

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The experts from Germany and the United Kingdom submit these revised proposals based on comments received during the working group discussion and also subsequently from other experts. These consist of proposals for both transport of solid substances in bulk in freight containers and also transport of solids in bulk containers other than freight containers.

3. Certain text is shown in square brackets. This is either because the joint sponsors have differing views on the necessity of such text or because divergent views have been offered by other Experts which will necessitate debate and decision by the Sub-Committee. It is proposed that a further lunchtime working group be convened to discuss these issues.

4. The expert from the United Kingdom proposes that UN 3291 Clinical Waste and, possibly, UN 2900 Infectious Substances, affecting animals, be added to the list of substances in Annex 2. This has already been the subject of a separate information paper submitted during the 19th session of the Sub-Committee. A separate working paper dealing with this subject has been submitted to the December Sub-Committee for consideration and is not part of the present proposal.

2. PROPOSALS

a) The proposed text taking into account previous documents and comments from other experts is attached to this document as **Annex 1**.

The proposed amendments relate to the following chapters and sections of the UN Model Regulations

1.2.1 Definitions

3.2 Dangerous Goods List

4.3 Use of bulk containers

4.3.1 General provisions

4.3.2 Special provisions for bulk solids of Divisions 4.2, 4.3, 5.1 and Classes 7 and 8

6.8 Requirements for the design, construction, inspection and testing of bulk containers

6.8.1 Definitions

6.8.2 Application and general requirements,

6.8.3 Requirements for the design, construction, inspection and testing of freight containers

6.8.4 Requirements for the design, construction and approval of bulk containers other than freight containers, used as bulk containers.

b) The Dangerous Goods List for substances being permitted under all modal provisions (RID/ADR, IMDG Code and 49 CFR) with the relevant [BK]-Codes is attached as **Annex 2**.

c) Consequential amendments are detailed in **Annex 3**.

* * * * *

Annex 1

1.2.1 Definitions

Bulk containers are containment systems (including any liner or coating) intended for the transport of solid dangerous substances which are in direct contact with the containment system, other than packagings, intermediate bulk containers (IBCs), large packagings and portable tanks.

Bulk containers are:

- of a permanent character and accordingly strong enough to be suitable for repeated use;
- specially designed to facilitate the carriage of goods by one or more means of transport without intermediate reloading;
- fitted with devices permitting its ready handling;
- [so designed as to be easy to fill and empty; and]
- have a capacity of not less than 3.0 cubic metres.

Examples of bulk containers are freight containers skips, bulk bins, swap bodies, trough-shaped containers, roller containers, load compartments of vehicles and rail wagons.

Freight Container means: an article of transport equipment that is of a permanent character and accordingly strong enough to be suitable for repeated use; specially designed to facilitate the transport of goods, by one or other modes of transport, without intermediate reloading: designed to be secured and /or readily handled, having fittings for these purposes, and approved in accordance with the International Convention for Safe Freight Containers (CSC), 1972, as amended. The term "freight container" includes neither vehicle nor packaging. However a freight container that is carried on a chassis is included.

4.3 Use of bulk containers

4.3.1 General provisions

4.3.1.1 This section contains general provisions applicable to the transport of solid substances in bulk containers. Substances shall be transported in bulk containers conforming to the applicable bulk container instruction in the Dangerous Goods List.

Bulk containers may be used for the transport of solid dangerous goods of Divisions 4.1, 4.2, 4.3, 5.1 and 6.1 and Classes 7, 8 and 9 [packing groups II and III] in bulk.

4.3.1.2 Bulk containers shall only be used when a substance is assigned to a bulk container code in Column 8 of the Dangerous Goods List in Chapter 3.2.

4.3.1.3 When a substance is not assigned a bulk container type in Column 8 of the Dangerous Goods List in Chapter 3.2, interim approval for transport may be issued by the competent authority of the country of origin. The approval shall be included in the documentation of the consignment and contain, as a minimum, the information normally provided in the bulk container instruction and the conditions under which the substance shall be transported. Appropriate measures shall be initiated by the competent authority to include the assignment in the Dangerous Goods List.

- 4.3.1.4 Bulk containers shall be so closed that none of the contents can escape under normal conditions of transport including the effect of vibration, or by changes of temperature, humidity or pressure.
- 4.3.1.5 Bulk solids shall be loaded into bulk containers and evenly distributed in a manner that minimises movement that could result in damage to the container or leakage of the dangerous goods and which facilitates handling.
- 4.3.1.6 Where venting devices are required they shall be kept clear and operable.
- 4.3.1.7 Substances which may become liquid at temperatures likely to be encountered during transport, are not permitted in bulk containers.
- 4.3.1.8 Bulk solids shall not react dangerously with the material of the bulk container, gaskets, equipment including lids and tarpaulins and with protective coatings which are in contact with the contents or significantly weaken them. Bulk containers should be so constructed or adapted that the goods can not penetrate between wooden floor coverings or come into contact with those parts of the bulk containers that may be affected by the materials or residues thereof.
- 4.3.1.9 Before being filled and offered for transport each bulk container shall be inspected and cleaned to ensure that it does not contain any residue on the interior or exterior of the bulk container that could
- cause a dangerous reaction with the substance intended for transport;
 - detrimentally affect the structural integrity of the bulk container; or
 - affect the dangerous goods retention capabilities of the bulk container.
- 4.3.1.10 Bulk containers and their service and structural equipment shall be designed to withstand, without loss of contents, the internal pressure of the contents and the stresses of normal handling and transport. Where a discharge valve is fitted, it shall be capable of being made secure in the closed position and the whole discharge system shall be suitably protected from damage. Valves having lever closures shall be able to be secured against accidental opening and the open or closed position shall be readily apparent.
- 4.3.1.11 During transport, no dangerous residues shall adhere to the outer surfaces of bulk containers.
- 4.3.1.12 If several closure systems are fitted in series, the system which is located nearest to the substance to be transported shall be closed first before filling.
- 4.3.1.13 During transport, empty uncleaned bulk containers shall be closed in the same manner as bulk containers which have been filled.
- 4.3.1.14 If bulk containers are used for the carriage of bulk goods liable to cause a dust explosion, or evolve flammable vapours, [**e. g. for certain wastes**] measures shall be taken to exclude sources of ignition and prevent dangerous electrostatic discharge during transport filling or discharge of the substance.
- 4.3.1.15 Substances, for example wastes, which may react dangerously with one another and substances of different classes and goods not subject to these Regulations, which are liable to react dangerously with one another shall not be loaded together in the same bulk container. Dangerous reactions are:
- (a) combustion and/or evolution of considerable heat;
 - (b) emission of flammable and/or toxic gases;
 - (c) formation of corrosive liquids; or
 - (d) formation of unstable substances.

4.3.1.16 Before a bulk container is filled it shall be visually examined to ensure it is structurally serviceable, its interior walls, ceiling and floors are free from protrusions or damage and that any inner liners or substance retaining equipment are free from rips, tears or any damage that would compromise its cargo retention capabilities. Structurally serviceable means the bulk container does not have major defects in its structural components, such as top and bottom side rails, top and bottom end rails, door sill and header, floor cross members, corner posts, and corner fittings in a freight container. Major defects include:

- (a) Dents, bends, cracks or breaks in the structural or supporting members;
- (b) More than one splice or an improper splice (such as a lapped splice) in top or bottom end rails or door headers;
- (c) More than two splices in any one top or bottom side rail;
- (d) Any splice in a door sill or corner post;
- (e) Door hinges and hardware that are seized, twisted, broken, missing, or otherwise inoperative;
- (f) Gaskets and seals that do not seal;
- (g) Any distortion of the overall configuration great enough to prevent proper alignment of handling equipment, mounting and securing chassis or vehicle, or insertion into ships' cells; or
- (h) Any damage to lifting attachments or handling equipment interface features.

4.3.2 Additional provisions applicable to bulk goods of Divisions 4.2, 4.3, 5.1 and Classes 7 and 8

4.3.2.1 Bulk goods of Division 4.2

Only Closed bulk containers (code [BK]2) shall be used. The total mass carried in a bulk container shall be such that its spontaneous ignition temperature is greater than 55 °C. Bulk transport of substances of Packing Group II are prohibited since they can self-heat at 50 °C in quantities of 450 litres and below.

4.3.2.2 Bulk goods of Division 4.3

Only Closed bulk containers (code [BK]2) shall be used.

These goods should be transported in bulk containers in which the openings used for loading and unloading are capable of being watertight when closed.

4.3.2.3 Bulk goods of Class 5.1

Bulk containers shall be so constructed or adapted that the goods can not come into contact with wood or any other incompatible material.

4.3.2.4 Bulk goods of Class 7

For the transport of unpackaged radioactive material, see 4.1.9.2.3.

4.3.2.5 Bulk goods of Class 8

Only closed bulk containers (code [BK]2) shall be used.

These goods should be transported in bulk containers in which the openings used for loading and unloading are capable of being watertight when closed.

6.8 Requirements for the design, construction, testing and inspection of bulk containers

6.8.1 Definitions

For the purposes of this section:

Closed bulk container means a totally closed bulk container having a rigid roof, sidewalls, end walls and floor. The term includes bulk containers with an opening roof, side or end wall that can be closed during transport.

Sheeted bulk container means an open top bulk container with rigid floor, side and end walls and a non-rigid covering;

Ventilated bulk container means a closed bulk container equipped with openings to allow for the exchange of vapours and gases with air and which prevent under normal conditions of transport the release of solid contents as well as the penetration of rain and splash water.

6.8.2 Application and general requirements

[6.8.2.1] The requirements of this chapter apply to all bulk containers for the transport of unpackaged solid dangerous substances.

[6.8.2.2] Bulk containers shall be rigid and siftproof.

[6.8.2.3] Bulk containers shall be designed and constructed to prevent the build up of excessive pressure within the container that could detrimentally affect the structural integrity of the dangerous goods retention capabilities of the bulk container.

6.8.2.4 Code for designating types of bulk container

The following table indicates the codes to be used for designating types of bulk containers:

Types of bulk containers	Code
Sheeted bulk container	[BK]1
Closed bulk container including ventilated bulk containers	[BK]2

6.8.2.5 In order to take account of progress in science and technology, the use of alternative arrangements which offer at least equivalent safety as provided by the requirements of this chapter may be considered by the competent authority.

6.8.3 Requirements for the design, construction, inspection and testing of freight containers used as bulk containers.

6.8.3.1 Design and construction requirements

- 6.8.3.1.1 [. The general design and construction requirements of this section are deemed to be met if the bulk container complies with the requirements of ISO 1496-4] [1991].
- 6.8.3.1.2 Where a liner is necessary to make the container siftproof it shall be made of a suitable material. The strength of material used for, and the construction of, the liner shall be appropriate to the capacity of the container and its intended use. Joins and closures of the liner shall withstand pressures and impacts liable to occur under normal conditions of handling and transport. For ventilated bulk containers any liner shall not impair the ventilating devices.
- 6.8.3.1.3 The operational equipment of bulk containers designed to be emptied by tilting shall, including its connection to the bulk container, be capable of withstanding the total filling mass in the tilted orientation.
- 6.8.3.1.4 Any movable roof or side or end wall or roof section shall be fitted with locking devices with securing devices designed to show the locked state to an observer at ground level.

6.8.3.3 Service equipment

- 6.8.3.3.1 Filling and discharge devices shall be so constructed and arranged as to be protected against the risk of being wrenched off or damaged during transport and handling. The filling and discharge devices shall be capable of being secured against unintended opening. The open and closed position and direction of closure shall be clearly indicated.
- 6.8.3.3.2 Seals of openings shall be so arranged as to avoid any damage by the operation, filling and emptying of the bulk container.
- 6.8.3.3.3 Ventilated bulk containers (Type [BK]2) shall be equipped with means of air exchange, either by natural convection, e.g. by openings, or active elements, e.g. fans. The ventilation shall be designed to prevent negative pressures in the container at all times. Ventilating elements of bulk containers for the transport of flammable substances or substances emitting flammable gases or vapours shall be designed so as not to be a source of ignition.

6.8.3.4 Inspection and testing

- 6.8.3.4.1 Freight containers used and qualified as bulk containers in accordance with the requirements of this chapter shall be tested and approved in accordance with the CSC Convention.
- 6.8.3.4.2 Freight containers used as bulk containers shall have been inspected initially and thereafter at intervals not exceeding 2 ½ years according to the CSC convention with regard to:
- (a) internal and external condition;
 - (b) proper functioning of service equipment;
- unless a continuous examination programme in accordance with 6.8.3.4.4. is followed.
- 6.8.3.4.3 For the purpose of periodic inspection, empty, uncleaned bulk containers may also be carried after the expiry of the date of periodic inspection.

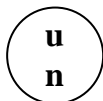
6.8.3.4.4 As an alternative to the periodic inspections a Continuous Examination Programme in compliance with the CSC Convention may be applied, which is aimed at detecting any defects which would endanger any person and which shall be performed in connection with major repair, refurbishment or on hire/off hire interchange and in no case less than once every 30 months.

6.8.3.4.5 When the structure of a bulk container is impaired as a result of impact, (e.g. accident) or any other cause, it shall be repaired and then subjected to the full testing and inspection as set out in the CSC Convention

6.8.3.5 Marking

6.8.3.5.1 Freight containers used as bulk containers shall be marked with a Safety Approval Plate in accordance with the CSC convention.

[6.8.3.5.2 In addition, every freight container which is used as bulk container according to these Regulations shall be durably and legibly marked with the United Nations symbol



the name of the responsible person for the qualification of the bulk container and the relevant bulk container code according to 6.8.2.4. This marking shall be removed after the bulk container is no longer used as such]

6.8.4 Requirements for the design, construction and approval of bulk containers other than freight containers

6.8.4.1 Bulk containers covered in this part include skips, bulk bins, swap bodies, trough shaped containers, roller containers and road and rail vehicles.

6.8.4.2 These bulk containers shall be designed and constructed so as to be strong enough to withstand the shocks and loadings normally encountered during transport including, as applicable, transshipment between vehicles and other modes of transport.

6.8.4.3 Vehicles shall comply with the requirements of, and be acceptable to, the competent authority responsible for land transport of the materials to be transported in bulk.

6.8.4.4 Such bulk containers shall be approved by the competent authority and the approval shall include the code for designating types of bulk container in accordance with 6.8.2.4. [Approvals shall be renewed at intervals not exceeding [2½ years].]

6.8.4.5 Where it is necessary to use a liner in order to retain the dangerous goods it shall meet the provisions of 6.8.3.12.

6.8.4.6 The State's distinguishing sign for motor vehicles in international traffic of the country for which the competent authority acts, shall be marked on the transport document as follows:

“Bulk container [BK]X approved by the competent authority of”

* * *

Annex 2

UN No. (1)	Name and description (2)	Class or division (3)	Subsidiary risk (4)	UN packing group (5)	RID/ADR	IMO	CFR	D	Bulk container types
1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		III	x	x	x	x	[BK]1 [BK]2
1350	SULPHUR	4.1		III	x	x	x	x	[BK]1 [BK]2
1376	IRON OXIDE, SPENT or IRON SPONGE, SPENT obtained from coal gas purification	4.2		III	x	x	x	x	[BK]2
1408	FERROSILICON with 30% or more but less than 90% silicon	4.3	6.1	III	x	x	x	x	[BK]2
1438	ALUMINIUM NITRATE	5.1		III	x	x	x	x	[BK]1 [BK]2
1454	CALCIUM NITRATE	5.1		III	x	x	x	x	[BK]1 [BK]2
1474	MAGNESIUM NITRATE	5.1		III	x	x	x	x	[BK]1 [BK]2
1486	POTASSIUM NITRATE	5.1		III	x	x	x	x	[BK]1 [BK]2
1495	SODIUM CHLORATE	5.1		II	x	x	x	x	[BK]1 [BK]2
1498	SODIUM NITRATE	5.1		III	x	x	x	x	[BK]1 [BK]2
1499	SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE	5.1		III	x	x	x	x	[BK]1 [BK]2

UN No. (1)	Name and description (2)	Class or division (3)	Subsidiary risk (4)	UN packing group (5)	RID/ADR	IMO	CFR	D	Bulk container types
1942	AMMONIUM NITRATE with not more than 0.2% combustible substances, including any organic substance calculated as carbon, to the exclusion of any other added substance	5.1		III	x	x	x	x	[BK]1 [BK]2
2067	AMMONIUM NITRATE FERTILIZERS: uniform non-segregating mixtures of ammonium nitrate with added matter which is inorganic and chemically inert towards ammonium nitrate, with not less than 90% ammonium nitrate and not more than 0.2% combustible material (including organic material calculated as carbon), or with more than 70% but less than 90% ammonium nitrate and not more than 0.4% total combustible material	5.1		III	x	x	x	x	[BK]1 [BK]2
2069	AMMONIUM NITRATE FERTILIZERS: uniform non-segregating mixtures of ammonium nitrate/ammonium sulphate, with more than 45% but not more than 70% ammonium nitrate and not more than 0.4% total combustible material	5.1		III	x	x	x	x	[BK]1 [BK]2
2213	PARAFORMALDEHYDE	4.1		III	x	x	x	x	[BK]1 [BK]2
2950	MAGNESIUM GRANULES, COATED, particle size not less than 149 microns	4.3		III	x	x	x	x	[BK]2
2969	CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE	9		II	x	x	x	x	[BK]1 [BK]2
3175	SOLIDS CONTAINING FLAMMABLE LIQUID, N.O.S.	4.1		II	x	x	x	x	[BK]1 [BK]2
3243	SOLIDS CONTAINING TOXIC LIQUID, N.O.S.	6.1		II	x	x	x	x	[BK]1 [BK]2
3244	SOLIDS CONTAINING CORROSIVE LIQUID, N.O.S.	8		II	x	x	x	x	[BK]1 [BK]2

Annex 3

Consequential amendments

Data sheet – Figure 1

(Note the numbering will change if sections dealing with large packagings and environmental hazards are also added.)

Add new text as follows: -

“6.2.X Bulk containers (6.8*/) ? yes/no

If yes, give details in Sections and/or X.

Section Y. BULK CONTAINERS (only complete if yes in 6.2.X)

Y.1 Proposed type(s)”

1.1.1.2

Delete (a) and consequently (b) and (c) become (a) and (b).

3.2.1

Add the following text to the column which will contain the [BK] codes.

“Bulk container code – a code including the letters “[BK]” refers to types of bulk containers used for the transport of bulk goods described in Chapter 6.8.”

Dangerous Goods List

Amend the title of Column 8/9 to read " Packagings, IBC's, Bulk containers" and Column 8 to read "Packing Instruction/Bulk Container Code".

Add the relevant [BK] codes against the substances included in Annex 2 (i.e. those substances that are permitted under all the modal provisions RID/ADR, IMDG Code and 49 CFR).

5.3.1.1.4

Amend the first sentence as follows: - “... in unpurged tanks or empty uncleaned bulk containers shall ...”.

5.3.2.1.1

Add a new (b) as follows: -

“(b) Solids in bulk containers;”

As a consequence (b) to (d) become (c) to (e).

5.4.1.4.3(b)

Amend the title to read: -

“... packagings, bulk containers and tanks”

and amend the text in parenthesis as follows; -

“(including IBCs, bulk containers, portable tanks,)”
