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## **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**

Geneva, 15–19 September 2014

Item 5 (a) of the provisional agenda

##### **Proposals for amendments to RID/ADR/ADN: pending issues**

### **Flexible bulk container (FBC)**

#### **Transmitted by the International Dangerous Goods and Containers Association (IDGCA)**

#### **Introduction**

1. UN Model Regulations on the transport of dangerous goods permit to use flexible bulk containers (BK3).
2. Chapters 4.3, 6.9, 7.3 and 7.7 of International Maritime Dangerous Goods Code (IMDG Code) allow for use of the containers BK3 under condition that they are tightly set in a ship's hold in no more than three layers. At the same time, maritime transport of the containers BK3 is not permitted in cargo transaction units.
3. The Joint Meeting of RID/ADR/ADN held in Bern, March 2014, adopted the decision to recommend to the dedicated Safety Committees to harmonize the rules of dangerous goods transport with the UN Model Regulations on the subject of BK3 transport within the framework of document ECE/TRANS/WP.15/AC.1/132/Add.2. Herewith, BK3 shall comply with Chapter 6.11 of the ADR requirements, and the requirements on safe transportation of goods by inland waterways.
4. With a purpose to confirm the BK3 container's conformity to the requirements specified in Section 6.8.5, UN Model Regulations, a series of testing of a flexible bulk container (lifting by an upper part, a drop test, toppling over, tipping, breakaway test and stacking)
5. Have been realized in St. Petersburg in March – April, 2014 in the Krylovsky State Research Center, having international accreditation in DAR system, in the presence of experts from Central Scientific Research Institute of Marine Fleet, IDGCA, BAM Federal Institute of Materials Research and Testing (Germany), Lloyd's Register (Germany) Methods of testing and test reports will be represented in a separate informational document.
6. Flexible bulk container has a positive 15 year experience in the transport of dangerous goods such as sulphur, coal-tar pitch and mineral fertilizers by rail transport in

the territory of Russian Federation, Kazakhstan and Ukraine under various climate conditions.

## Conclusions

7. Test results have showed a principal possibility to apply similar constructions of a flexible bulk container (having carrying capacity up to 14 tones, BK3) in all modes of transport (road, rail, river and maritime transport). Possibility of the BK3 use for the rail transportation of dangerous goods has been confirmed by a multi-year experience of accident-free transport in Russian Federation and neighbor countries. Decision of the RID experts is required for inclusion of this type of transport equipment into the RID Rules.

8. Test reports of flexible bulk containers (BK3), endorsed by the experts who participated in testing and photos, attached to the reports, confirm the test results and can eliminate apprehension of separate UN experts concerning availability of testing industrial equipment, capable to provide for the BK3 tests in accordance with the UN Model Regulations and other international norms.

## Proposal

9. We ask the RID experts to develop proposals for inclusion of the requirements, applied to BK3, into appropriate sections of the RID.

10. Herewith, it is necessary to understand, that a possibility of transportation for particular transport units shall be determined after approval of the container's type and certification of the container's serial production by Competent Authority and/or classification society.



