

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

05 September 2014

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

Outcome of discussions on FBCs by WP.15 and the ADN Safety Committee

Note by the secretariat

Introduction

1. During the ninety-sixth session of Working Party on the Transport of Dangerous Goods (WP.15) and the twenty-fifth session of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee), the topic of FBCs was discussed. In order to inform the Joint Meeting of the outcome of those discussions, relevant paragraphs from the reports of both meetings are reproduced below. Original paragraphs numbers are kept for easy reference.

Report of WP.15 (ECE/TRANS/WP.15/224)

Informal documents: INF.33 and -/Add.1 (IDGCA)
INF.24 (Germany)

27. The Working Party welcomed the information from IDGCA on the results of the tests performed on flexible bulk containers (FBC). The representative of IDGCA addressed questions concerning the reasons behind the different stacking test results for FBCs subject to the same test, the testing conditions and the characteristics of the FBCs tested. However, several experts pointed out that due to the late release of the documents which had only been made available during the session, they had not had the time to either study them in detail or to consult other national experts and therefore they were not in a position to decide on allowing the use of flexible bulk containers as from 1 January 2015 at this point.

28. It was questioned whether the Working Party should adopt amendments to Part 6 and postpone adoption of those for Part 7. Several representatives were of the opinion that the amendments should be adopted as a package, because it made little sense to have testing provisions if transport was not allowed.

29. The proposal in informal document INF.24 to require vehicles used for carriage of flexible bulk containers to be equipped with an electronic stability control system approved in accordance with ECE Regulation No. 13 was in general favourably received. The representative of Switzerland, however, indicated that the presence of such systems did not

constitute an exemption from the obligation to ensure the stability of vehicles carrying dangerous goods.

30. Put to a vote, the Working Party decided by a majority to postpone the decision on the amendments related to flexible bulk containers until the next session to give delegations more time to consider the test data supplied by IDGCA. It was stressed that all the proposed amendments, additional requirements for vehicles and additional test results if available should be submitted in time to be issued as official documents.

Report of the ADN Safety Committee (ECE/TRANS/WP.15/AC.2/52)

Document: ECE/TRANS/WP.15/AC.2/2014/48 (IDGCA)

Informal document: INF.6 (IDGCA)

50. The Chair said that it had now been established that the flexible bulk containers that IDGCA wished to allow did pass the performance tests in the UN Model Regulations and it was therefore possible to permit their use for carriage on inland waterways, subject to conditions being established for their carriage by vessel.

51. A member of the secretariat pointed out that proposals for the conditions of carriage had already been drawn up by the RID/ADR/ADN Joint Meeting on the basis of the IMDG Code (see ECE/TRANS/WP.15/AC.1/132/Add.2). The Safety Committee agreed that those texts could be considered at the next session.
