

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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Item 6(b) of the provisional agenda

10 September 2012

Proposals for amendments to Annexes A and B of ADR: miscellaneous proposals

Draft Proposal of amendments to European Agreement concerning the International Carriage of Dangerous Goods by Road

Flexible bulk container

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

Introduction

1. The UN Recommendations for the Transport of Dangerous Goods – Model Regulations (seventeenth revised edition) envisage use of flexible bulk containers (BK3).
2. The matters of the flexible bulk containers use were discussed during the autumn session 2011 of the Joint Meeting (ECE/TRANS/WP.15/AC.1/2011/30/Add.1). It was resolved (ECE/TRANS/WP.15/AC.1/124, item 25-27) to consider these matters in the context of application of flexible bulk containers for each mode of transport.
3. The matters of application of flexible bulk containers in maritime transport were discussed in DSC16 International Maritime Organization. After that, it was resolved to allow transportation of flexible bulk containers (BK3) by marine vessels, provided that they are tightly placed in the vessel cargo holds, stacked no more than in three layers and not transported inside Cargo Transport Units (CTU) (DSC 17/3, PP . 3.14-3.16). The conditions for transportation of flexible bulk containers by maritime transport are contained in Chapters 4.3, 7.6 and 7.7 of the IMDG Code.
4. By means of the Agreement on International Goods Transport by Rail (Annex 14, Chapter 9), Organization for Railways Cooperation allows transportation of flexible bulk containers MK-14-10 (analogue of BK3) in open-top cars without their releasing since 2007.

Thus, the use of flexible bulk containers (BK3) is permitted by the UN Recommendations, the International Maritime Dangerous Goods Code of International Maritime Organization (IMO) and the Agreement on International Goods Transport by Rail, combined, under certain conditions.

Proposal

5. It is proposed to come up with the solution and to introduce amendments into the European Agreement concerning the International Carriage of Dangerous Goods by Road, which corresponds to changes made by the UN Recommendations for Transport of Dangerous Goods ECE/TRANS/WP.15/AC.1/2011/30/Add.1. In addition, it is proposed to introduce into the Regulations the following:

Definition of a flexible bulk container, requirements to design, manufacture and technical control, test procedure and marking.
