



INF. 11

10 November 2014

(English only)

RID: 4th Session of the RID Committee of Experts' standing working group
(Madrid, 17 - 20 November 2014)

Subject: Use of flexible bulk containers (FBC)

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

Introduction

1. The UN Model Regulations on the Transport of Dangerous Goods permit the use of flexible bulk containers (BK3).
2. Chapters 4.3, 6.9, 7.3 and 7.7 of the International Maritime Dangerous Goods Code (IMDG Code) allow the use of BK 3 containers provided they are loaded tightly in a ship's hold in no more than three layers. At the same time, maritime transport of BK 3 containers is not permitted in cargo transport units.
3. The RID/ADR/ADN Joint Meeting held in Bern in March 2014 decided to recommend to the land transport dangerous goods committees to harmonise the dangerous goods rules concerning the carriage of BK 3 with the UN Model Regulations, within the framework of document ECE/TRANS/WP.15/AC.1/132/Add.2 (OTIF/RID/RC/2013-B/Add.2).
4. IDGCA has conducted all kinds of tests of flexible bulk containers in accordance with the requirements of section 6.8.5 of the UN Recommendations. Reports and video-photo material of drop tests, topple tests, righting tests, stacking tests, tear tests and the test methods and programmes were submitted in informal document INF. 33/Add.1 of the 96th session of the Working Party on the Transport of Dangerous Goods (WP.15).
5. At the 97th session of the Working Party on the Transport of Dangerous Goods, it was recommended that flexible bulk containers (BK 3) be included in ADR 2017 in the form in which they have already been taken into account in document ECE/TRANS/WP.15/AC.1/132/Add.2 (OTIF/RID/RC/2013-B/Add.2), with some modifications concerning carriage.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

INF. 11

6. Over the last 15 years, there has been positive experience with flexible bulk containers for the transport of dangerous goods by rail under various climatic conditions on the territory of the Russian Federation, Kazakhstan and Ukraine. Examples of dangerous goods that have been carried by rail in flexible bulk containers are sulphur, coal tar pitch and mineral fertilisers.

Proposal

7. Allow the use of flexible bulk containers (code BK 3) in RID as set out in informal document INF.7 submitted by the OTIF Secretariat.

Justification

8. The proposal aims to harmonise RID with the UN Model Regulations (UN Recommendations on the Transport of Dangerous Goods) in terms of flexible bulk containers.
-