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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

Bern, 21-25 March 2011

Item 6 of the provisional agenda

#### Reports of informal working groups

### Indicative text on the revision of the system of bulk codes in RID/ADR/ADN

Transmitted by the Governments of the United Kingdom and  
Romania<sup>1, 2</sup>

#### *Summary*

**Explanatory summary:** This document presents an indicative text to show a potential method of integrating VV/VW codes in the BK code system.

**Action to be taken:** None.

**Related documents:** ECE/TRANS/WP.15/AC.1/2011/15 Report of the informal working group on carriage in bulk

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para.106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2011/16.

## Introduction

1. At the March 2010 session of the Joint Meeting, it was agreed that an informal working group on the bulk code system for RID/ADR/ADN would be established to streamline the provisions and examine the possible integration of the RID/ADR/ADN bulk transport provisions (VV and VW) into the system used by the UN Model Regulations for bulk containers (BK codes).
2. The informal working group was hosted by the United Kingdom and took place in London from 4 to 6 October 2010. A full report of the working group is submitted by the United Kingdom on behalf of the informal working group in document ECE/TRANS/WP.15/AC.1/2011/15.
3. To aid the process of drawing up a formal proposal, the United Kingdom prepared an indicative text of how a revised, integrated BK system might be drafted. This was circulated to the informal working group attendees for comment and revision. For the benefit of the Joint Meeting plenary, this indicative text is presented below, co-sponsored by Romania.

## Indicative text

### Chapter 3.2

Make the following amendments in 3.2.1.

In the Explanatory notes for each column:

For column (10), final paragraph add: "in multi-modal transport" after "carriage of bulk goods".

For column (17) replace existing text with:

“Special provisions for carriage in bulk containers”

Contains alphanumeric codes starting with the letters “BK” referring to types of bulk containers described in Chapter 6.11 which may be used for the carriage of bulk goods in accordance with 7.3.1.1 (b), 7.3.2 and 7.3.3. If no code is given, carriage in bulk containers is not permitted.

*Note:* In addition, special provisions indicated in Column (18), concerning loading, unloading and handling, shall be observed.”.

In Table A: Dangerous Goods List

In column (10) delete all entries of “BK1” against assigned entries.

In column (10) against UN2912 and UN 2913, insert "see 4.1.9.2.3".

In column (17) delete all VV/VW Codes.

In column (17) insert "BK1" against those entries where "BK1" was previously shown in column (10).

In column (17) insert BK1 and/or BK2 against all entries where VV/VW codes were previously indicated (See Annex A of ECE/TRANS/WP.15/AC.1/2010/25) except where VV/VW 12, 13 or 14 were indicated. For UN Nos. 2315, 3151, 3152 and 3432, insert BK1 and BK2.

## Chapter 6.11

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

- 6.11.1  
to 6.11.3      Unchanged.
- 6.11.4      Delete the whole NOTE under the heading.
- 6.11.4.2  
to 6.11.4.5      Amend to read as follows:
- "6.11.4.2      *Design and construction requirements*
- 6.11.4.2.1      These bulk containers shall be designed and constructed so as to be strong enough to withstand the shocks and loadings normally encountered during carriage including, as applicable, transshipment between modes of transport. [Existing text of 6.11.4.2].
- 6.11.4.2.2      Bulk containers shall be siftproof. Where it is necessary to use a liner in order to retain the dangerous goods it shall meet the provisions of 6.11.3.1.3.
- 6.11.4.2.3      The operational equipment of bulk containers designed to be emptied by tilting shall be capable of withstanding the total filling mass in the tilted orientation.
- 6.11.4.2.4      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.
- 6.11.4.3      *Service equipment*
- 6.11.4.3.1      The service equipment shall meet the provisions of 6.11.3.2.1, 6.11.3.2.2 and 6.11.3.2.3
- 6.11.4.3.2      The general design and construction requirements for bulk containers in this section are deemed to be met if they comply with the relevant provisions of [UIC leaflets 591 etc, EN Standard (swap bodies), EN Standard xxx (xxx)]<sup>3</sup> as appropriate and do not therefore require notification to the competent authority according to 6.11.4.4.1 or marking according to 6.11.4.5.
- 6.11.4.4      *Notification*
- 6.11.4.4.1      Manufacturers [owners-operators] of bulk container design types addressed in section 6.11.4 shall notify the competent authority in writing and certify that such bulk containers meet the relevant provisions for design and construction in this section and any relevant special provision in Chapter 7.3.
- 6.11.4.5      *Marking*
- 6.11.4.5.1      The competent authority shall assign a mark to the manufacturer comprising the following elements:
- Bulk container code (BK1 or BK2);
  - The State authorising the allocation of the mark, indicated by the distinguishing sign for motor vehicles in international traffic;

<sup>3</sup> Subject to confirmation.

- The name of the manufacturer or other identification of the bulk container specified by the competent authority;
- A unique bulk container number, given by the manufacturer.

An example of such a mark is:

BK1/D/SCZ/1234; or

BK2/GB/XYZ/789.

- 6.11.4.5.2 Every bulk container shall be fitted with a durable, corrosion resistant metal plate not less than 200 x 100 mm with letters not less than [x] permanently attached to the bulk container in a place readily accessible for inspection showing the complete code."

*Author's note:* The text in this section is an indicative layout, much of the content of which will depend on specific decisions made by the Joint Meeting.

### **Chapter 7.3**

#### **Provisions for carriage in bulk containers**

Amend 7.3.1.1 to read as follows:

"7.3.1.1 Goods may not be carried in bulk containers unless:

(a) Either a special provision, identified by the code BK2, explicitly authorizing multimodal carriage is indicated in column (10) of Table A of Chapter 3.2 and the relevant conditions of 7.3.2 are satisfied in addition to those of this section; or

(b) A special provision, identified by the code BK, explicitly authorizing this mode of carriage is indicated in column (17) of Table A of Chapter 3.2 and the relevant conditions of 7.3.2 and 7.3.3 are satisfied in addition to those of this section.

[Last sentence and Note remain unchanged]".

7.3.2 Insert "or (b)" before "are applied" in the title.

7.3.3 Amend to read as follows:

#### **"7.3.3 Additional provisions for the carriage in bulk when the provisions of 7.3.1.1 (b) are applied**

The following additional provisions apply and will be given paragraph numbers in a similar manner to 7.3.2.

##### *Goods of Class 4.1*

UN No.1334 shall only be carried in bulk containers having metal surfaces in contact with the substance.

##### *Goods of Class 4.2*

[Goods of Class 4.2 shall only be carried in bulk containers having metal surfaces in contact with the substance.]

##### *Goods of Class 4.3*

Substances of PG II and III currently permitted in bulk are assigned to BK2.

Substances of PG II shall be carried in bulk containers which are hermetically closed.

[UN Nos.1405, 2844 and 3170 may be carried in BK1 if carried in pieces]

[Substances of PG II and III may be carried in BK1 if carried in pieces]

*Goods of Class 6.2*

Insert the text of VV/VW11 if the Joint Meeting requires.

*Goods of Class 8*

Goods of Class 8 shall only be carried in bulk containers having adequate protection against corrosion.

For UN Nos. 2794, 2795, 2800 and 3028 transfer the contents of VW/VV14 to a special provision 6xy in Chapter 3.3 and enter these in column (6) in 3.2(A) against these UN entries.

*Goods of Class 9*

For UN Nos. 3257 and 3258: transfer the texts of VW/VV12 and VW/VV13 to special provisions 6za and 6bc in Chapter 3.3 and enter these in column (6) in 3.2(A) for these two UN entries.

For UN Nos. 2315, 3151, 3152 and 3432:

Substances shall be carried in bulk containers which are leakproof or rendered leakproof, for example, by means of a suitable, sufficiently stout inner lining. These substances shall contain not more than on average 1 000mg/kg of substance to which this UN number is assigned. At no point in the solids shall the concentration of this substance or substances be higher than 10,000mg/kg.

UN Nos. 2211 (9), 3175 (4.1) and 3314 (9) Goods of UN xxxx shall be carried in bulk containers which are adequately ventilated.

UN 3175 (4.1), 3243 (6.1) and 3444 (8) Goods of UN xxxx shall be carried in bulk containers which are leakproof or rendered leakproof, for example, by means of a suitable, sufficiently stout inner lining."

Consequential amendment:

Delete 5.4.1.1.17.

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