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Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)

Twenty-first session

Geneva, 27–31 August 2012

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Amendments for entry into force on 1 January 2015**

Flexible bulk containers

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

Introduction

1. The United Nations Recommendations on the Transport of Dangerous Goods – Model Regulations (seventeenth revised edition) have provisions on the use of flexible bulk containers (BK3).
2. The use of flexible bulk containers (BK3) was also discussed at the autumn session of the RID/ADR/ADN Joint Meeting in 2011. It was decided at that meeting that the use of flexible bulk containers had to be considered in the context of each different mode of transport (see ECE/TRANS/WP.15/AC.1/124, paragraphs 25-27 and Add.1 and ECE/TRANS/WP.15/AC.1/2011/30/Add.1).
3. The use of flexible bulk containers (BK3) in maritime transport was considered at the International Maritime Organization's Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) on 19-23 September 2011. It was decided that carriage using flexible bulk containers (BK3) is permitted on condition that they are tightly set in the ship's hold and not transported inside cargo transport units. The conditions for the use of flexible bulk containers in maritime transport can be found in Chapters 4.3, 7.6 and 7.7 of the IMDG Code.

4. The UN Recommendations and the IMDG Code both permit carriage by flexible bulk containers (BK3) under certain conditions by all transport modes (except air transport). However, a decision has not yet been taken by the ADN Safety Committee (see ECE/TRANS/WP.15/AC.2/42, para. 9). IDGCA proposes that the Safety Committee discusses conditions for the use of flexible bulk containers (BK3) on inland waterways and develops relevant decisions and recommendations.

Proposal

5. It is proposed that the Safety Committee considers the conditions under which carriage by flexible bulk containers (BK3) on inland waterways is permitted, taking into account the provisions already developed in this respect for the UN Recommendations and the IMDG Code.

6. It is further proposed that depending on the results of the consideration and discussion, appropriate amendments be formulated for the Regulations annexed to ADN. For the text of the amendments, it is proposed to use as a basis Informal document INF.35, submitted at the twentieth session of the Safety Committee.

7. Further information on the design, testing and use of flexible bulk containers is presented in Informal document INF.9 for the current session.
