

Economic Commission for Europe**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)****Twentieth session**

Geneva, 23-27 January 2012

Item 4 (a) of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**20 January 2012****ENGLISH**

Amendments adopted by the RID/ADR/ADN Joint Meeting at its September 2011 session**Flexible bulk containers****Note by the secretariat**

1. The 17th revised edition of the UN Recommendations on the Transport of Dangerous Goods includes new provisions allowing the use of flexible bulk containers for the carriage of certain solid substances in bulk.
2. The introduction of corresponding provisions in RID/ADR/ADN was discussed at the autumn 2011 session of the Joint Meeting, and it was decided to adopt these provisions on the understanding that specific measures should be discussed for each mode of transport (see ECE/TRANS/WP.15/AC.1/124, para. 25-27 and Add.1, and ECE/TRANS/WP.15/AC.1/2011/30/Add.1).
3. When the issue was discussed for road transport, WP.15 noted that no supplementary provisions to be included in ADR had been proposed, and therefore decided to postpone the discussion until the next two-year period, which did not preclude the possibility of domestic carriage prior to or following maritime transport on the basis of national decisions or in the framework of multilateral agreements (ECE/TRANS/WP.15/212 paras. 26-29).
4. Similarly, the RID Committee of experts did not agree to include such provisions in RID 2013.
5. The issue was discussed by IMO as well for sea transport, and it was agreed to allow such carriage provided that the flexible bulk containers were loaded directly in holds of ships and are not contained in cargo transport units (DSC 17/3, paras 3.14 to 3.16).
6. The conditions of carriage were contained in chapters 4.3, 7.6 and 7.7 of the IMDG Code, and the related amendments to these chapters of the IMDG Code are annexed to this informal document.
7. The secretariat recalls that paragraph 4.1.3 of the Regulations annexed to ADN allows the carriage in bulk of solids in containers if the conditions of chapter 4.3 of the IMDG Code are complied with. Therefore the ADN Safety Committee may wish to consider whether such flexible bulk containers could also be carried by inland waterways in the same conditions as for maritime transport. In such a case equivalent provisions could be introduced in section 7.1.1 of the Regulations annexed to ADN.

Chapter 4.3 – Use of bulk containers

The text of the Note after the heading is replaced by the following:

"Sheeted bulk containers (BK1) shall not be used for sea transport, except as indicated in 4.3.3."

4.3.1 General Provisions

4.3.1.1 Replace the text in existing text in 4.3.1.1 with the following:

"This section provides general requirements applicable to the use of containers for the transport of solid substances in bulk. Substances shall be transported in bulk containers conforming to the applicable bulk container instruction identified by the letters BK in column 13 of the dangerous goods list, with the following meaning:

BK1: the transport in sheeted bulk containers is permitted

BK2: the transport in closed bulk containers is permitted

BK3: the transport in flexible bulk containers is permitted

The bulk container used shall conform to the provisions of chapter 6.9."

4.3.1.3 Replace the first sentence in existing 4.3.1.3 with the following:

"When a substance is not assigned BK2 or BK3 in column 13 of the dangerous goods list, interim approval for transport may be issued by the competent authority of the country of origin.",

and add the following new last sentence to 4.3.1.3:

"When a substance is not permitted in a BK1 bulk container, an exemption may be issued in accordance with 7.9.1."

4.3.1.16 Remove the square brackets around the sub-section.

4.3.1.16.1 Replace "damages" with "damage".

4.3.2 Additional provisions applicable to bulk goods of classes 4.2, 4.3, 5.1, 6.2, 7 and 8

4.3.2.1 Bulk goods of class 4.2

4.3.2.1 The text is replaced with the following:

"Only closed bulk containers (BK2) may be used. The total mass carried in a bulk container shall be such that its spontaneous ignition temperature is greater than 55°C."

4.3.2.2 Bulk goods of class 4.3

"Only closed bulk containers (BK2) and flexible bulk containers (BK3) may be used. These goods shall be transported in bulk containers which are waterproof."

4.3.2.6 Bulk goods of class 8

4.3.2.6 The text is replaced with the following:

"Only closed bulk containers (BK2) may be used. These goods shall be transported in bulk containers which are watertight."

4.3.3 Additional provisions for the use of sheeted bulk containers (BK1)

A new section 4.3.3 is inserted as follows:

"4.3.3 Additional provisions for the use of sheeted bulk containers (BK1)

4.3.3.1 Sheeted bulk containers (BK1) shall not be used for sea transport, except for UN 3077 not meeting the criteria of 2.9.3 transported on short international voyages."

4.3.4 Additional provisions for the use of flexible bulk containers (BK3)

A new section 4.3.4 is inserted as follows:

"4.3.4 Additional provisions for the use of flexible bulk containers (BK3)

4.3.4.1 Flexible bulk containers are only allowed in the holds of general cargo ships. They are not allowed to be transported in cargo transport units."

7.6.2.12 Stowage of dangerous goods in flexible bulk containers

Add a new section 7.6.2.12 as follows:

"7.6.2.12 Stowage of dangerous goods in flexible bulk containers

7.6.2.12.1 The stowage of dangerous goods in flexible bulk containers is not permitted on deck.

7.6.2.12.2 Flexible bulk containers shall be stowed in such way that there are no void spaces between flexible bulk containers in the hold. If the flexible bulk containers do not completely fill the hold, adequate measures shall be taken to avoid shifting of cargo.

7.6.2.12.3 The maximum permissible stacking height of flexible bulk containers shall never exceed 3 high.

7.6.2.12.4 When flexible bulk containers are fitted with venting devices, the stowage of the flexible bulk containers shall not impede their function."

Chapter 7.7 – Shipborne barges on barge-carrying ships**7.7.3 Barge loading****7.7.3.9 Stowage of dangerous goods in flexible bulk containers**

Add a new 7.7.3.9 as follows:

"7.7.3.9 Stowage of dangerous goods in flexible bulk containers

7.7.3.9.1 Flexible bulk containers shall be stowed in the barge in such way that there are no void spaces between the flexible bulk containers in the barge. If the flexible bulk containers do not completely fill the barge, adequate measures shall be taken to avoid shifting of cargo.

7.7.3.9.2 The maximum permissible height of the stack of the flexible bulk containers shall never exceed 3 high.

7.7.3.9.3 When flexible bulk containers are fitted with venting devices, the stowage of the flexible bulk containers in their barge shall not impede their function."