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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 (25th session)**
(ADN Safety Committee)**28 May 2014****Twenty-fifth session**

Geneva, 25–29 August 2014

Item 4(b) of the provisional agenda:

Proposals for amendments to the Regulations annexed to AND: other proposals

Flexible bulk container (FBC)**Transmitted by the International Dangerous Goods and Containers Association (IDGCA)****Background**

1. UN recommendations on transport of dangerous goods (TDG) accept the application of flexible containers to the bulk goods (FBC, BK3 – further-BK3).
2. Chapters 4.3, 6.9, 7.3, 7.6 and 7.7 in IMDG Code accept the application of BK3 if they are arranged closely not more than in three tiers in cargo holds. However, transportation of BK3 inside transportation units is not allowed.
3. In Bern 2014 at the joint meeting RID/AND/ADR it was resolved to recommend AND Safety Committee to harmonize AND requirements with UN recommendations on TDG concerning transportation by BK3 in the aspect of the document ECE/TRANS/WP.15/AC.1/132/Add.2. In addition, BK3 should comply fully with the requirements in Chapter 6.11 ADR and AND.
4. In order to confirm that FBC meets the requirements of UN recommendations on TDG in the article 6.8.5, in March-April 2014, FBC were tested in Saint-Petersburg at Krylov State Research Center, accredited by DAR, in the presence of experts from Central

Scientific Research Institute of Marine Fleet (TsNIIMF), IDGCA, Federal Scientific Research Institute BAM (Germany), and Lloyd's Register (Germany). BK3 were tested sequentially (top-lift test, topple-righting- tear and staking test). Test methodology and protocols will be submitted as a separate document.

Conclusions

5. Test results showed the principle possibility for heavy BK3 (up to 14 ton weight) to be applied to bulk multimodal transportation (by road, railroad, inland and maritime transport). The addition of this kind of transport equipment to AND, needs approval by the experts of AND Safety Committee. However, they might be approved under reserves similar to the ones by IMO experts when they approved the usage of BK3 for the carriage of dangerous goods by marine transport (chapters 4.3, 6.9, 7.3, 7.6 and 7.7 in IMDG Code).
6. Test protocols of flexible bulk containers BK3, signed by experts, engaged in test process, and attached photos, affirm the truth of test results and settle hesitations of certain UN experts, concerning the existence of required equipment in the industry capable to test BK3 according to UN recommendations on TDG.

Proposal for consideration.

7. We are requesting the experts of AND Safety Committee to come to the agreement to accept BK3 as applied to bulk transportation and/or make certain conditions concerning the carriage by inland waterways, to add the appropriate regulations to AND.

However, it needs understanding that the way of transportation should be specified after the type of container is approved and the serial manufacture of containers is certified by the competent authority of the contracting party and/or classification society.