

ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX  
FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBAHNVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

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**OTIF/RID/CE/GTP/2014/\_\_\_**

10 November 2014

Original: English

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

**Subject:** Proposal for the use of flexible bulk containers (FBC)

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

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### **Introduction**

1. UN Model Regulations on the transport of dangerous goods permit to use flexible bulk containers (BK3).
2. Chapters 4.3, 6.9, 7.3 and 7.7 of International Maritime Dangerous Goods Code (IMDG Code) allow for use of the containers BK3 under condition that they are tightly set in a ship's hold in no more than three layers. At the same time, maritime transport of the containers BK3 is not permitted in cargo transaction units.
3. The Joint Meeting of RID/ADR/ADN held in Bern, March 2014, adopted the decision to recommend to the dedicated Safety Committees to harmonize the rules of dangerous goods transport with the UN Model Regulations on the subject of BK3 transport within the framework of document ECE/TRANS/WP.15/AC.1/132/Add.2.
4. IDGCA has been conducted all kinds of tests of flexible bulk containers in accordance with the requirements of section 6.8.5 of the UN Recommendations. Protocols and video-photo materials of Drop test, Topple test, Righting test, Stacking test, Tear test and the test methods and programs were presented in INF.33 / Add.1 on the 96<sup>th</sup> session of the Working Party on the Transport of Dangerous Goods.
5. On the 97<sup>th</sup> session of the Working Party on the Transport of Dangerous Goods the use of flexible bulk containers (BK3) was recommended for inclusion in ADR in 2017 in the form in which it have already been taken in document ECE/TRANS/WP.15/AC.1/132/Add.2 with some modifications concerning the carriage.
6. Flexible bulk container has a positive 15-years experience in the transport of dangerous goods such as sulphur, coal-tar pitch and mineral fertilizers by rail transport in the territory of Russian Federation, Kazakhstan and Ukraine under various climate conditions.

**Proposal**

7. To include the use of flexible bulk containers (code BK3) in the form in which they are received in document ECE/TRANS/WP.15/AC.1/132/Add.2 in the RID rules

**Justification**

8. The proposal aims to the harmonization of the RID rules with the Recommendations of the UN Model Regulations.

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