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**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)**

**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**

**Proposal of amendments to ADN (the document INF.35 of Secretariat, the work of the RID/ADR/ADN Joint Meeting, January 23-27, 2012)**

**Flexible container for bulk cargoes**

Submitted by International Dangerous Goods & Containers Association (IDGCA).

**Introduction**

1. The UN Recommendations on the transport of dangerous goods – Model Regulations (XVII revised edition) stipulate the use of flexible containers for bulk cargoes (BK3).

2. The questions of application of the flexible containers for bulk cargoes (BK3) have been discussed at the autumn session of the RID/ADR/ADN Joint Meeting in 2011. The decision was adopted to consider the questions in the context of application of the flexible containers for bulk cargoes regarding each mode of transport (see ECE/TRANS/WP.15/AC.1/124, point 25-27 and Add.1, ECE/TRANS/WP.15/AC.1/2011/30/Add.1).

3. The questions of application of the flexible containers for bulk cargoes (BK3) on the maritime transport were considered at DSC 16 IMO on September 19-23, 2011. The decision was adopted that the transportation of flexible containers for bulk cargoes (BK3) is admitted under the condition that they will be tightly set in the ship's hold and that they will not be transported inside the CTUs (DSC 17/3, III . 3.14-3.16). The conditions for the maritime transportation of flexible containers for bulk cargoes are stated in Chapters 4.3, 7.6 and 7.7 of the IMDG Code.

4. Thus, the UN Recommendations and the IMDG Code combined admit the transportation of flexible containers for bulk cargoes (BK3) under definite conditions by all transport modes (except for the air transport). However, the appropriate decision has not been adopted at the Joint Meeting of the ADN Experts (ECE/TRANS/WP.15/AC.2/42). In relation to this, IDGCA proposes to consider the conditions of use of the flexible containers for bulk cargoes (BK3) on the inland waterways and to develop in this respect the decisions and recommendations.

### **Proposal**

1. To consider the conditions under which the transportation of flexible containers for bulk cargoes (BK3) by inland waterways is admitted. To take into account the conditions, developed in this respect, by the UN Recommendations and the IMDG Code.

2. Upon the results of consideration, discussion and development of the decision, to make the appropriate changes in the ADN Rules. For development of the text of changes, to take as a basis the document INF.35 of Secretariat, which was considered during work of the RID/ADR/ADN Joint Meeting on January 23-27, 2012.