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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF  
DANGEROUS GOODS AND ON THE GLOBALLY  
HARMONIZED SYSTEM OF CLASSIFICATION  
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the  
Transport of Dangerous Goods

Thirty-first session  
Geneva, 2-6 July 2007  
Item 6 of the provisional agenda

**MISCELLANEOUS PROPOSALS OF AMENDMENTS TO THE MODEL REGULATIONS  
ON THE TRANSPORT OF DANGEROUS GOODS**

Possible use of big bags with a capacity of 10 m<sup>3</sup> for the transport of dangerous goods

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

**Introduction**

1. Special big bags with a capacity of 10 m<sup>3</sup>, tonnage of 14 tons, are used for the transport of solid bulk cargoes, including some dangerous ones such as sulphur (UN No.1350), coal tar (UN No. 2811), ammonium nitrate based fertilizer (UN No.1942), carbon of subclass 9.1 according to the Russian regulations, in the Russian Federation, countries of the Community of Independent States (CIS), Romania and Hungary. The volume of the empty folded bags is 0.3m<sup>3</sup>. The original design, the loading and unloading sleeves and eighth thimbles for lifting make the method of using such big bag simple and mobile.

2. In the same manner as bags of average tonnage permitted by the UN Recommendations (IBCs), big bags of large tonnage can be loaded/unloaded both completely and partly by cranes of appropriate tonnage and transported by any mode of transport.

3. The bag does not let moisture nor light inside and excludes interaction with the environment, which promotes the improvement of the ecological situation. Because of the capacity of bags of large tonnage, their use quickens cargo loading and unloading, and reduces expenses for production and, accordingly the package price.

4. Unfortunately, these big bags have not obtained international recognition and are not recommended by the United Nations nor the International Maritime Organization (IMO) for transport of certain dangerous goods, although their use for transport of certain kinds of dangerous goods is permitted by certain administrations.

5. The proposal in this document is based on the detailed analysis of the use of big bags with capacity of up to 10 m<sup>3</sup> and the successful experience of transport of big quantities (more than 1 million tons) without negative consequences.

6. Since Chapter 1.2 of the UN Model Regulations and the IMDG Code limits the capacity of big bags which may be used for the transport of dangerous goods to 3 m<sup>3</sup>, IDGCA proposes to consider the possibility of allowing the use of big bags with a capacity of up to 10 m<sup>3</sup> for international transport of solid dangerous goods of packing group III whose carriage is usually allowed in big bags of 3 m<sup>3</sup> and to amend section 1.2.1 accordingly.

### **Proposal**

7. In Chapter 1.2, section 1.2.1, definition of IBCs, it is proposed to add, at the end of subparagraph (a) (i), the phrase “or, only for flexible IBCs for solids of packing group III, not more than 10.0 m<sup>3</sup> (10 000 litres)”.

8. To substantiate this proposal, additional information is contained in informal document INF.4 as follows:

Annex 1: Technical Report of testing and operation of containers MK-14-10.

Annex 2: Specification 2297-001-56579756-06. Soft containers specialized for loose products.

Annex 3: Operation guide No. 26469-01PЭ (RE) of Flexible containers MK-14-10.

Annex 4: List of Bulk Cargoes, allowable for transportation in Flexible Containers MK-14-10.

Annex 5: System of certification of GOST R, Gosstandart of Russia/Certificate of conformity No. ROOS RU AH 27.HO1249 valid from 25.07.2006 to 24.07.2008

Annex 6: Lloyd Register Type Approval Certificate No. 07/00005 of January 2007.

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