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1. FOREWORD

This AFIBCA Code of Practice has been prepared by the Council of the AFIBCA and deals with guidance to users on the selection and use of FIBCs.

2. SCOPE

Instructions for handling in accordance with this code are intended to provide certain guidelines for dimensioning, filling, transporting, storing, emptying, repairing and reusing FIBCs.

3. REFERENCES

- EFIBCA Standard 002, First Edition, March 1985
- British Standard BS 6382: Part 1: 1983
- Transport of Dangerous Goods - United Nations Recommendations, 1986
- Specifications for Intermediate Bulk Containers for the Transport of Dangerous Goods - issued by the Competent Authorities sub-committee of the Advisory Committee on the Transport of Dangerous Goods (Australia, 1984)
- Australian Standard AS 3668 - 1989.

4. GENERAL PROPERTIES

Storage of Filled FIBCs

Some FIBCs are suitable for outdoor storage, others are not. It is most important that the manufacturer's or his agent's recommendations are followed to obtain the maximum life and performance from the containers, and to avoid damage to the contents.

In addition to the above, it is most important that stocks of FIBCs are rotated on a regular basis in order to avoid damage or deterioration which may ensue from long term storage in the one position.

It is recommended that where FIBCs are stored out of doors:

- a. particular attention should be paid to the top closure and its method of tying off
- b. they should be sheeted over to prevent excessive water collection on the top of the FIBC
- c. they should be protected from direct sunlight
- d. care should be taken to ensure that the FIBCs are not standing in water
- e. care should be taken to avoid high temperatures.

Temperature

FIBCs should not be filled with goods at, or which give rise to, high temperatures.

FIBCs should not be handled at extremely low temperatures, lest they have become temporarily embrittled.

Chemicals

FIBCs for dangerous goods shall meet the special requirements which the relevant authorities make for such goods.

FIBCs which are not intended for dangerous goods may not be used for transporting such goods.

FIBCs may not be used for goods which damage the FIBC materials.

5. TRANSPORT

5.1 *General*

During transportation FIBCs should be protected as outlined in Sections 4 above.

5.2 *Truck Transport*

Transport by means of truck and the like generally provides possibilities for utilising the advantages of top-handling FIBCs when loading and unloading.

5.3 *Railway Transport*

Open or closed railway wagons with openable sides or roof can be used.

5.4 *Ship Transport*

FIBCs can be combined to form large unit loads on platforms or in containers. When transporting FIBCs which do not form unit loads, it is an advantage to be able to load and unload several FIBCs in each lift. The ship's hold should preferably be designed so that loading and unloading can be carried out vertically everywhere. If FIBCs are stacked in a ship's hold, their compression performance should be assessed.

6 RECOMMENDATIONS FOR SELECTION AND USE

- a. When selecting FIBCs, the requirements for use should be discussed with the manufacturer or his agent.

Never use FIBCs under changed conditions, or for new applications, without careful consideration of all possible implications.

- b. FIBCs must always be filled, lifted and emptied in accordance with the manufacturer's instructions.
- c. Fork lift tines or hooks used in lifting FIBCs must not have sharp edges which may cause damage to the lifting devices of the bags.
- d. Fork lift trucks or the equivalent must have sufficient capacity for the suspended load.

Abrupt stops and starts must be avoided. The space between the fork lift tines shall be adapted to the lifting devices of the FIBCs. The fork lift truck mast shall be tilted backwards, so that the FIBC is securely suspended during transport.

- e. Care should be taken to avoid fire or explosion hazards, which can occur with some products due to static electricity.
- f. FIBCs must not be dragged.
- g. FIBCs should not be permitted to project over the side of pallets. Damaged pallets, eg: pallets having protruding nails or splinters, should not be used.
- h. FIBCs must not be permitted to project over the sides of vehicles. Care must be taken to avoid damage or abrasion which can be caused by vehicle side-gates.
- i. Personnel must not be permitted to walk or stand under suspended FIBCs.

- j. Each company which fills an FIBC is responsible for inspecting each bag before and after the filling operation.

Check that the FIBC is undamaged before it leaves your premises.

- k. Damaged FIBCs should be removed from service. Before undertaking any repairs, the manufacturer or his agent should be consulted.
- l. The resale of multi-trip FIBCs after use should be viewed with extreme caution, since the FIBCs may be used for loads and in conditions for which they were not originally intended by the manufacturer. This can lead to mishandling and give rise to dangerous situations.
- m. When reusing multi-trip FIBCs , care should be taken to avoid product contamination arising from previous usage.
- n. **The sale, repair or reuse of used single-trip FIBCs is dangerous and should not be practised.**

The sale or repair of used single-trip FIBCs by AFIBCA members is prohibited by the Association.

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