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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
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DANGEROUS GOODS TRANSPORT SECURITY

New UN Recommendations on security

Information Paper from the Governments of France, Germany and the United Kingdom

Related Document: TRANS/WP.15/AC.1/2003/22

The Governments of France, Germany and the United Kingdom share the view that a number of minor editorial amendments to the new United Nations recommendations (set out in TRANS/WP.15/AC.1/2003/22) are required to enable their inclusion in the regulatory texts of RID, ADR and ADN. A proposed revised text is set out below

The Governments concerned emphasise that this proposal involves no change to the substance of the agreed recommendations. The purpose of the amendments is solely to reflect the particularities of the various modes, including the terminology generally used in the regulatory texts. In some cases, it has been necessary to amend the French and German texts better to reflect the meaning of the original English text. In addition, some provisions have been moved to present a more logical order in the mode-specific regulatory texts.

Part 1 Add the following new chapter 1.x:

"CHAPTER 1.x

SECURITY PROVISIONS

Introductory notes

NOTE 1: *This Chapter provides requirements intended to address the security of dangerous goods in transport by [rail/road/inland waterways]. Competent authorities may apply additional security provisions which should be considered when offering or transporting dangerous goods.*

NOTE 2: *For the purposes of this Chapter, security means measures or precautions to be taken to minimise theft or mis-use of dangerous goods that may endanger persons or property.*

1.x.1 General provisions

1.x.1.1 All persons engaged in the transport of dangerous goods shall consider security requirements for the transport of dangerous goods commensurate with their responsibilities.

1.x.1.2 Consignors shall only offer dangerous goods to carriers that have been appropriately identified.

1.x.1.3 Intermediate temporary storage such as [marshalling yards/vehicle depots/berthing areas] shall be properly secured, well lit and, where possible, not accessible to the general public.

1.x.1.4 Each crew member of a [train/vehicle/vessel] transporting dangerous goods shall carry with them means of identification, which includes their photograph, during transport.

1.x.1.5 Safety inspections in accordance with 1.8.1 [*ADR only*: and 7.5.1.1] shall cover appropriate security measures.

1.x.2 Security training

1.x.2.1 The training specified for individuals in 1.3.2 shall also include elements of security awareness.

1.x.2.2 Security awareness training shall address the nature of security risks, recognising security risks, methods to address and reduce such risks and actions to be taken in the event of a security breach. It shall include awareness of security plans (if appropriate) commensurate with the responsibilities of individuals and their part in implementing security plans.

1.x.2.3 Such training shall be provided or verified upon employment in a position involving dangerous goods transport and shall be periodically supplemented with retraining.

1.x.2.4 Records of all security training undertaken shall be kept by the employer and the employee and shall be verified upon commencing a new employment.

1.x.3 Provisions for high consequence dangerous goods

1.x.3.1 In implementing national security provisions competent authorities shall consider establishing a programme for identifying consignors or carriers or other participants specified in 1.4.2 and 1.4.3 engaged in the carriage of high consequence dangerous goods for the purpose of communicating security related information. A list of high consequence dangerous goods is provided in Table 1.x.1.

1.x.3.2 *Security plans*

1.x.3.2.1 Carriers, consignors and other participants specified in 1.4.2 and 1.4.3 engaged in the carriage of high consequence dangerous goods (see Table 1.x.1) shall adopt, implement and comply with a security plan that addresses at least the elements specified in 1.x.3.2.2.

1.x.3.2.2 The security plan shall comprise at least the following elements:

- (a) specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;
- (b) records of dangerous goods or types of dangerous goods transported;
- (c) review of current operations and assessment of security risks, including any stops necessary to the transport operation, the keeping of dangerous goods in the [wagon/vehicle/vessel], tank or container before, during and after the journey and the temporary storage of dangerous goods during the course of intermodal transfer or transshipment between units;
- (d) clear statements of measures, including training, security policies (including response to higher threat conditions, new employee/employment verification etc.), operating practices (e.g. choice/use of routes where known, access to dangerous goods in temporary storage (as defined in (c)), proximity to vulnerable infrastructure etc.), equipment and resources that are to be used to reduce security risks;
- (e) effective and up to date procedures for reporting and dealing with security threats, breaches of security or security incidents;

- (f) procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
- (g) measures to ensure the security of transport information contained in the plan; and
- (h) measures to ensure that the security of the distribution of transport information is limited as far as possible. (Such measures shall not preclude provision of transport documentation required by Chapter 5.4).

NOTE: *Carriers, consignors and consignees should co-operate with each other and with appropriate authorities to exchange threat information, apply appropriate security measures and respond to security incidents.*

1.x.3.3 When appropriate and already fitted, the use of transport telemetry or other tracking methods or devices shall be used to monitor the movement of high consequence dangerous goods (*see Table 1.x.1*).

1.x.3.4 The carrier shall ensure the application to [trains or wagons/vehicles/vessels] carrying high consequence dangerous goods (*see Table 1.x.1*) of devices, equipment or arrangements to prevent the theft of the [train or wagon/vehicle/vessel] or its cargo and shall ensure that these are operational and effective at all times.

Table 1.x.1: LIST OF HIGH CONSEQUENCE DANGEROUS GOODS

High consequence dangerous goods are those which have the potential for mis-use in a terrorist incident and which may, as a result, produce serious consequences such as mass casualties or mass destruction. The following is a list of high consequence dangerous goods:

Class 1, Division 1.1 explosives

Class 1, Division 1.2 explosives

Class 1, Division 1.3 compatibility group C explosives

Class 1, Division 1.5 explosives

Class 2.1 flammable gases (classification codes including letter F) in bulk

Class 2.3 toxic gases (classification codes including letters T, TF, TC, TO, TFC or TOC) (excluding aerosols)

Class 3 flammable liquids in bulk of packing groups I and II

Class 3 and Class 4.1 desensitised explosives

Class 4.2 goods of packing group I in bulk

Class 4.3 goods of packing group I in bulk

Class 5.1 oxidizing liquids in bulk of packing group I

Class 5.1 perchlorates, ammonium nitrate and ammonium nitrate fertilisers, in bulk

Class 6.1 toxic substances of Packing Group I

Class 6.2 infectious substances of Category A

Class 7 radioactive material in quantities greater than 3000 A₁ (special form) or 3000 A₂, as applicable in Type B or Type C packages

Class 8 corrosive substances of packing group I in bulk

NOTE 1: *For the purposes of this table 'in bulk' means carried in quantities greater than 3000 kg or 3000 l in(ADR) tanks or in bulk in containers or vehicles / (RID) tanks or in bulk in containers or wagons / (ADN) tanks or cargo tanks or in bulk in containers, vehicles, wagons or holds of dry cargo vessels.*

NOTE 2: *For purposes of non-proliferation of nuclear material the Convention on Physical Protection of Nuclear Material applies to international transport supported by IAEA INFCIRC/225(Rev.4)."*

CONSEQUENTIAL AMENDMENTS

1.3.1 Add the following sentence at the end: "Training requirements specific to security of dangerous goods in Chapter 1.x. shall also be addressed."

1.8.1.1 Amend to read: "...the carriage of dangerous goods including the requirements of 1.x.1.5 have been met."

(ADR and ADN only)

8.1.2.1 Add the following: "[d] *in ADR*/(u) *in ADN*] photographic identification in accordance with 1.x.1.4."
