

**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**

**(Twenty-first session, 1-10 July 2002,  
agenda item 12**

**OTHER BUSINESS**

**Transport and Security**

**Transmitted by the expert from the United Kingdom**

**BACKGROUND**

1. Intelligence post-September 11 has given cause to consider in particular the security provisions relating to the transport of dangerous goods by all modes of transport. In air transport, this is addressed by existing ICAO Security Instructions relating to the transport of all cargoes. In sea transport, the International Maritime Organization's Maritime Safety Committee has established an Intersessional Working Group to consider further existing Prevention and Suppression of Acts of Terrorism Against Shipping measures leading up to a Diplomatic Conference scheduled for December 2002. The United Nations Economic Commission for Europe has recently raised the issue at its Inland Transport Committee for initial consideration, and relevant international and subsidiary bodies (e.g. the UN Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE) and Working Party 15) are being asked to consider the matter further.
2. This consideration of possible security provisions by the UN Sub-Committee of Experts on the Transport of Dangerous Goods should be considered in the context of the work that is taking place for other modes of transport and especially the work of the International Maritime Organisation. The UK believes that any proposals should add to security, and thus also safety, of the transport of dangerous goods, particularly those which have the potential to cause mass casualties, in an effective and enforceable manner, proportionate to the potential threat posed and the dangers of the goods being transported.
3. In this context the Sub-Committee of Experts on the Transport of Dangerous Goods will wish to be aware that the Commission of the European Union is considering this issue. It has convened a Working Group comprising France, Germany, Ireland, Luxembourg, Netherlands, Sweden and the UK who have actively participated in the development of a number of possible actions.

**POSSIBLE EU ACTIONS**

4. A number of EU Member States now feel that security should be considered as a sub-set of the existing safety requirements relating to the transport of dangerous goods. It may be that the possible actions proposed by the EC Working Group could be developed as EC Recommendations. Whilst not mandatory, Commission Recommendations can be developed quickly and issued without Member State endorsement. In due course it may be deemed appropriate to initiate measures which are binding on the Member States.

5. The possible actions developed by the Working Group cover a comprehensive range of measures which the UK believes provides a coherent strategy in limiting the opportunities for terrorist hi-jacking of vehicles carrying dangerous goods for use as weapons of mass destruction, or later use of dangerous goods being transported. They include requirements for identification of personnel, verification checks on identity, development of security plans, possible use of vehicle telematics etc. The full list of possible actions is at Appendix A.
6. The possible actions are expected to be put before all 15 Member States for consideration as soon as possible. If the majority of Member States in due course endorse these, it may be that they could be issued by the Commission in the form of Recommendations thereafter.

#### **FURTHER ACTION**

7. The United Kingdom has proposed to the G8 Group the following points of action:
  - that the G8 Group now endorses the work of the European Commission Working Group on possible actions on security in the transport of dangerous goods by land and urges the Commission to issue these as Recommendations by the end of July 2002.
  - that G8 members adopt the European Commission Working Group possible actions as the basis for their own domestic security measures as soon as possible;
  - that G8 members work together to promote the adoption of the European Commission Working Group possible actions as mandatory provisions of relevant international provisions.
8. The United Kingdom welcomes paper ST/SG/AC10/C.3/2002/56 from the Secretariat and INF Paper 19 submitted by the expert from the USA. The UK has also issued advice to its domestic industry and has made this advice available to other countries. The UK has also received information from others, notably the United States and Germany.
9. The expert from the UK now believes that it is appropriate for the UNSCOE to consider the need for security provisions to be included to the Model Regulations and commends the European Commission Working Group possible actions as a basis for such consideration during the current session.

## Appendix A

The European Commission Working Group possible actions are:

1. Member States should keep a register of all undertakings to which the Safety Adviser Directive 96/35/EC is applicable.
2. Member States should ensure that undertakings that load, unload or transport dangerous goods adopt an appropriate security plan, including the elements presented in Annex 1. Special consideration should be given to particularly sensitive goods as exemplified in Annex 2.
3. Undertakings that consign, load, unload or transport dangerous goods should carry out appropriate checks before employing new staff and verify all references given.
4. The crew of vehicles transporting dangerous goods should carry with them identification cards or other means of identification including their photograph together with any required vocational training certificate.
5. Drivers of transport units carrying dangerous goods should report as required in the undertaking's security plan. This should be complimented by the use of transport telematics to track the movement of particularly sensitive goods, as appropriate.
6. Undertakings should have in place mechanisms for staff, involved in the transport, loading or unloading of dangerous goods, to report suspicious activity to the appropriate authorities.
7. The general training requirements, vocational driver training and dangerous goods safety adviser training requirements should include elements of security awareness.
8. Undertakings should take appropriate steps to ensure the security of sensitive written and electronic data relating to the loading, unloading and transport of dangerous goods.
9. Road checks according to Directive 95/50/EC should take into account the report from the Commission on its application. Such checks should include checks to cover appropriate security aspects.
10. Parking facilities and storage in transit sites should be properly secured, well-lit and, where possible, not accessible to the general public.
11. Vehicles used in the transport of dangerous goods should be provided with effective vehicle and cargo anti-theft devices, and drivers encouraged to ensure that these are operational at all appropriate times.
12. The assessment of choosing routes involving bridges, tunnels, other sensitive sites or densely inhabited areas and driver rest areas should take also into account terrorist considerations in addition to safety provisions.

ANNEX 1

**ELEMENTS OF THE SECURITY PLAN:**

1. List of the substances handled.
2. Review of current operations from a security point of view.
3. Consideration of how to reduce those risks, taking into account personnel, site facilities and choice of routes as well as loading and unloading procedures.

ANNEX 2

**PARTICULARLY SENSITIVE GOODS IS CONSIDERED TO INCLUDE:**

Class 1, Division 1.1 explosives  
Class 1, Division 1.2 explosives  
Class 1, Division 1.3 explosives  
Class 1, Division 1.5 explosives  
Class 2.1 flammable gases (excluding aerosols)  
Class 2.3 toxic gases  
Class 3 (excluding Packing Group III and packaged goods)  
Desensitised explosives of Class 4.1  
Self-reactive substances of Class 4.1, Packing Group I and Packing Group II in bulk  
Class 5.1, Packing Group I and Packing Group II in bulk  
Class 5.1, all ammonium nitrate fertilisers  
Class 5.2, substances subject to temperature control  
Class 6.1, Packing Group I and Packing Group II in bulk  
Class 6.2, infectious substances of risk group 4 in any quantity  
Class 7, Type B and Type C packages  
Class 8, Packing Groups I and II with toxic or flammable secondary risk

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