

VOLUNTARY CODE OF PRACTICE FOR THE SECURITY OF DANGEROUS GOODS BY ROAD

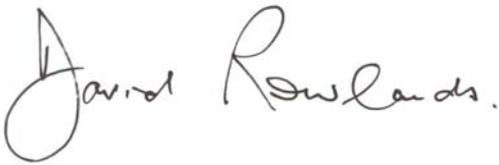
This Code builds on the principles set down in the United Nations
Recommendations on the Transport of Dangerous Goods.

January 2004

FOREWORD

This voluntary Code of Practice is a major step towards formal regulation and delivery of security on the ground. It is the product of a close working relationship between Government, Police and representatives of industry, and comprises practicable and proportionate security measures, supported by relevant guidance. Its implementation will enhance the security of dangerous goods being carried by road in the UK, and thus reduce the vulnerability of the UK to a successful terrorist attack.

I am particularly grateful to those in industry who so willingly gave their valuable time, knowledge and experience to the production of this Code of Practice, and commend it wholeheartedly to everyone involved the carriage of dangerous goods by road.

A handwritten signature in black ink that reads "David Rowlands." The signature is written in a cursive style with a large initial 'D'.

David Rowlands

Department for Transport Permanent Secretary

SCOPE

This code of practice is intended for consignors, loaders, carriers and unloaders engaged in the transport of dangerous goods by road. It applies whether the consignor uses an independent carrier or whether, as may happen for certain small consignments of high consequence dangerous goods, the consignor uses his own staff as carriers. For multimodal journeys, it should be considered alongside other relevant requirements or codes. Consignees will need to consider whether they fall within scope.

The Code establishes a framework to minimise the risk of theft or misuse of dangerous goods and puts in place an agreed framework of proportionate security measures. Although these measures are only voluntary, they will be in place until 2005, when the regulations for the security of transporting dangerous goods come into force.

It has been agreed by all those listed in Annex 1, and divides the security procedures into those applicable to all dangerous goods and those applicable only to high consequence dangerous goods - See Annex 2.

1. PEOPLE

This section recognises the potential for 'insiders' to abuse their legitimate access to dangerous goods for criminal purposes or for staff to be coerced by criminals. It covers recruitment and controls designed to reduce these risks.

1.1 Recruitment

Employers should ensure that new and existing staff or contractors they employ who will be involved in the transport of dangerous goods are able to demonstrate that they are suitable to carry out their responsibilities. They should do this by ensuring that appropriate checks on identity, qualifications, previous employment history and character have been undertaken.

Particular attention should be given to staff or contractors who will be involved in the transport of high consequence dangerous goods, and where appropriate, additional checks should be made.

1.2 Training

Security awareness training should be provided for everyone involved in the transport of dangerous goods. Such training should address: the nature of security risks, recognising security risks, methods to address and reduce such risks and action to be taken in the event of suspicious circumstances or a security breach. This training should include awareness of security plans where appropriate for their responsibilities

Any training should be provided or verified when taking up employment in any position involving dangerous goods transport and should be periodically supplemented with retraining.

Employers should also brief their drivers about the action to be taken in the event of a criminal attack.

Particular attention should be given to people who will be involved in the transport of high consequence dangerous goods, and where appropriate, additional training should be provided.

Records of all security training undertaken should be kept by the employer and made available to the employee if requested.

2. PROCEDURES

This section sets out control procedures that should be used to reduce the risk of breaches of security in respect of sites and vehicles containing dangerous goods.

2.1 Companies

Employers should carry out a security risk assessment of their operational procedures. This should be regularly reviewed.

Transport companies should consider

- whether the site(s) where a vehicle is to be parked, are appropriately secure;
- encouraging staff to report potentially suspicious changes in colleagues' behaviour or attitude and means for dealing with such reports.

Consignors should offer dangerous goods only to carriers who have been appropriately identified. Consignors should also take reasonable measures to confirm the bona fides of the proposed consignee.

Consignors, loaders, carriers and unloaders involved in the transport of high consequence dangerous goods should adopt, implement and comply with a security plan that is proportionate to the risk. A security plan should contain, where appropriate, the following elements:

- allocation of responsibilities for security;
- how the movement of dangerous goods over the previous four years can be accounted for;
- review of current operations and vulnerabilities;
- statement of measures, including personnel policy, in place to reduce security risks;
- reporting and dealing with security threats, breaches of security or security incidents;

- evaluation and testing of security plans;
- security of transport information in the plan;
- security of distribution of transport documentation.

Consignors who envisage the need to use their own staff to carry high consequence dangerous goods for professional use or sample delivery should adopt a security plan which includes robust management procedures to ensure that any such events are specifically authorised and recorded and that only approved, trained personnel are involved.

2.2 Journeys

Drivers should report irregularities, suspicious activities and security incidents to their employer and the police as appropriate. Drivers should also take basic precautions to reduce the risk of theft of their vehicle, or goods from it and notify their employer whenever they encounter problems or changes in consignment detail. Particular care should be taken when loading and unloading a vehicle.

In the case of high consequence dangerous goods, additional measures for drivers should be considered. These might include:

- drivers showing a formal identity at access points;
- cab doors being locked and windows being closed throughout journey;
- vehicles not stopping en route;
- deliveries and collections being scheduled;
- drivers informing employers en route as appropriate for those schedules to be confirmed;
- drivers being briefed on how to respond appropriately to being stopped by police/others, e.g. showing the “dangerous load” card.

2.3 Access

In the case of high consequence dangerous goods, access by employees, consignors, loaders, carriers and unloaders to key locations, assets, information etc. should be limited to that which they need to carry out their work, and should only be given after they have been appropriately identified.

3. Assets

This section sets out measures that should be used to improve the protection of sites and vehicles that contain dangerous goods.

3.1 Sites

Areas that are used for the loading / unloading, or temporary storage of dangerous goods in the course of transport should, where possible, not be accessible to the general public.

If these areas contain high consequence dangerous goods, then a risk assessment should be carried out to identify the appropriate level of security required and appropriate security measures should then be implemented.

3.2 Vehicles

In addition to precautions included in section 2.2, operators should also consider whether additional devices, equipment or procedures to provide a higher level of protection for vehicles carrying high consequence dangerous goods, or their load, should be used or adopted.

3.3 Perimeter security

Additional perimeter security may be required in order to make the areas within sites that are used for the temporary storage of, or transport of dangerous goods, secure.

All perimeter security should be appropriate to the assessed risk.

ANNEX 1 - List of participants to this code of practice

Industry

British Chemical Distributors and Traders Association
British International Freight Association
Chemical Industries Association
Confederation British Industry Explosives Industries Group
Federation of Petroleum Suppliers
Freight Transport Association
LP Gas Association
National Chemical Emergency Centre
Radioactive Materials Transport Users Committee
Road Haulage Association
United Kingdom Petroleum Industry Association

Police

Association of Chief Police Officers (ACPO) for England, Wales and Northern Ireland
Association of Chief Police Officers Scotland (ACPOS)
ACPO - National Counter Terrorism Security Office
Metropolitan Police - Anti-Terrorist Branch

Government

Cabinet Office
Department for Trade and Industry
Department for Transport
Health and Safety Executive
Home Office
Ministry of Defence
Office for Civil Nuclear Security
Office of the Deputy Prime Minister

ANNEX 2 - List of High Consequence Dangerous Goods (Taken from the UN Model Regulations)

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 in bulk¹

Class 2.3 toxic gases (excluding aerosols)

Class 3 flammable liquids in bulk¹ of packing groups I² and II³

Class 3 and Class 4.1 desensitised explosives

Class 4.2 goods of packing group I² in bulk¹

Class 4.3 goods of packing group I² in bulk¹

Class 5.1 oxidizing liquids in bulk¹ of packing group I²

Class 5.1 perchlorates, ammonium nitrate and ammonium nitrate fertilisers, in bulk¹

Class 6.1 toxic substances of Packing Group I²

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 and Type C packages. ⁴

Class 8 corrosive substances of packing group I² in bulk¹

¹ Bulk means carriage in quantities above 3,000l in either UN portable tanks or UN bulk containers, as defined in 1.2.1 of the UN Model Regulations, or tank-vehicles, demountable tanks or tank containers, as defined in 1.2.1 of the European Agreement Concerning the International Carriage of Dangerous Goods by Road.

² Substances presenting high danger as defined in the European Agreement Concerning the International Carriage of Dangerous Goods by Road

³ Substances presenting medium danger as defined in the European Agreement Concerning the International Carriage of Dangerous Goods by Road

⁴ This does not apply to nuclear material as listed in categorisation schedule IAEA INF/CIRC/225(Rev.4).

ANNEX 3 - List of supporting guidance

1. Chemical Industries Association: Workforce security - A policy guide for member companies.
2. Freight Transport Association: Best Practice Guide to Theft Prevention.
3. Home Office: Bombs - Protecting People and Property.
4. Home Office: Business as Usual - Maximising business resilience to terrorist bombings.
5. Home Office: Steer Clear of Truck Theft - Security Advice for commercial vehicle operators.
6. Joint Chemical Industries Association (CIA) and the British Chemical Distributors and Traders Association (BCDTA): Code of Conduct on Chemical Precursors.
7. Security Service: Guide to Producing Operational Requirements for Security Measures.