

GUIDANCE ON THE NEW ADR/RID SECURITY MEASURES

OBJECTIVE

1. This paper gives guidance on how TRANSEC, and consequently VOSA, expects the new security measures found in chapter 1.10 of ADR and RID to be implemented.
2. This guidance takes into account the need to comply with the EU and ADR/RID requirements and the Secretary of State's stated intention to see a "light touch" regime. Because this is a "light touch" regime, the new ADR and RID security measures are not designed to replicate the protective regimes in other modes. As far as possible they reflect our desire to stay as close as possible to the voluntary Codes of Practice and supporting guidance that are currently in place.
3. This paper aims to give the industry early notice of TRANSEC's intentions and will influence the content of new guidance that will support the new security Regulations. The new guidance will be based on the existing guidance that supports the Codes of Practice.

GUIDANCE

Identification of carriers (section 1.10.1.2 of the security text)

4. This concerns the relationship between consignor and transport operator. There are two stages in the process. First, the arrangement made between the consignor and the carrier in advance of any physical movement of goods and secondly, at the point of physical 'handover' of the goods to the carrier. Identification of the driver on the day of the 'handover' should be simple and is covered in paragraph 9.
5. TRANSEC and VOSA will encourage industry best practice.

Making sites secure (section 1.10.1.3 of the security text)

6. This requirement will affect areas within the specified location and not necessarily the whole site and allows for the nature and characteristics of a site or operation to be taken into account. Therefore there is the potential to have a wide variety of security measures put in place.
7. This requirement does not cover overnight parking or stops en-route such as service stations. For high consequence dangerous goods, the security plan should address these issues (section 1.10.3.2.2 (c) of the security text).
8. There will be no change from the existing guidance that supports the voluntary Codes of Practice except that the new guidance document will be expanded to better explain how to assess the security needs for a site.

Photographic identification of crew members (section 1.10.1.4 of the security text)

9. TRANSEC and VOSA will allow any type of company/trade photographic identification system but encourage industry to establish their own standards.
10. This is a basic requirement that allows consignors and others to ensure the driver and his crew are bona fide and the people they are expecting. This shouldn't be an issue for the rail industry as they already have identification cards in place. For the road industry schemes are being put in place. UKPIA, for example, already have an established and recognised photographic identification system.

Training (section 1.10.2 of the security text)

11. People involved in the transport of dangerous goods need a basic level of training to improve their awareness of security. People involved in the transport of high consequence dangerous goods will need more detailed training as there are tougher security controls in place for these substances. Also, specific training may need to be given to drivers, people that carry out the site risk assessments and people that complete the security plan.
12. TRANSEC will set out a framework for training but will not approve the training courses or providers. This framework will include guidance on what topics should be covered both for people receiving and those delivering the training.
13. The driver's vocational training certificate exam (road) will also include questions on security.

Security Plans (section 1.10.3.2 of the security text)

14. TRANSEC and VOSA will encourage industry to use the security plan template contained in the existing guidance that supports the voluntary code of practice for transporting dangerous goods by road.
15. Security plans are the basis for ensuring that high consequence dangerous goods are not stolen or misused. The security plan template that was produced for the voluntary code of practice was well received. It made clear that all of the sections do not need to be completed if they are not relevant and should be fit for purpose. It can also be tailored to the companies' needs and ensures a consistent approach to implementation and enforcement.

Devices, equipment or arrangements to prevent the theft of the vehicle (section 1.10.3.3 of the security text)

16. TRANSEC will provide guidance on the type of devices and arrangements in line with current technology.
17. This is only relevant to vehicles that carry high consequence dangerous goods and will probably not affect the rail industry. It could include immobilisers, trailer locks or the need for drivers to report to base at regular intervals. A number of companies can provide devices.

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