



ADR TRANSPORT SECURITY GUIDELINES

Doc 173/20

Revision of Doc 173/13

EUROPEAN INDUSTRIAL GASES ASSOCIATION AISBL



AVENUE DES ARTS 3-5 • B – 1210 BRUSSELS
Tel: +32 2 217 70 98 • Fax: +32 2 219 85 14
E-mail: info@eiga.eu • Internet: www.eiga.eu



Documents

Document Sharing Hub



ADR TRANSPORT SECURITY GUIDELINES

Prepared by WG-1

Disclaimer

All technical publications of EIGA or under EIGA's name, including Codes of practice, Safety procedures and any other technical information contained in such publications were obtained from sources believed to be reliable and are based on technical information and experience currently available from members of EIGA and others at the date of their issuance.

While EIGA recommends reference to or use of its publications by its members, such reference to or use of EIGA's publications by its members or third parties are purely voluntary and not binding.

Therefore, EIGA or its members make no guarantee of the results and assume no liability or responsibility in connection with the reference to or use of information or suggestions contained in EIGA's publications.

EIGA has no control whatsoever as regards, performance or non performance, misinterpretation, proper or improper use of any information or suggestions contained in EIGA's publications by any person or entity (including EIGA members) and EIGA expressly disclaims any liability in connection thereto.

EIGA's publications are subject to periodic review and users are cautioned to obtain the latest edition.

© EIGA grants permission to reproduce this publication provided the Association is acknowledged as the source

EUROPEAN INDUSTRIAL GASES ASSOCIATION AISBL
Avenue des Arts 3-5 B 1210 Brussels Tel +32 2 217 70 98 Fax +32 2 219 85 14
E-mail: info@eiga.eu Internet: www.eiga.eu

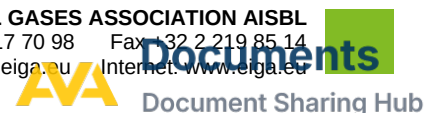


Table of Contents

1	Introduction	1
2	Scope and purpose	1
2.1	Scope.....	1
2.2	Purpose	1
3	Definitions	1
3.1	Publication terminology	1
3.2	Technical definitions	2
	Measures or precautions to be taken to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.	2
4	General requirements for all dangerous goods	2
4.1	People.....	2
4.2	Procedures	3
4.3	Property	6
5	Requirements for high consequence dangerous goods	6
5.1	People – high consequence dangerous goods	6
5.2	Procedures – high consequence dangerous goods	6
5.3	Property – high consequence dangerous goods.....	9
6	References.....	10
	Appendix 1 Example of a security plan in accordance with 1.10.3.2 ADR	11

Amendments to 173/13

Section	Change
3.2	Correction to table reference
Appendix 1	Additional text to clarify dangerous goods considered as high consequence

Note: Technical changes from the previous edition are underlined

1 Introduction

Security has always been a concern to the industrial gas companies seeking to keep their goods and assets from being stolen. The development of international terrorism has heightened the awareness that companies should do more. This document seeks to explain the security provisions in chapter 1.10 of the European Agreement on the Carriage of Dangerous Goods by Road, ADR which were first introduced in the 2005 version of ADR.

The guidance given in this publication is divided into two parts; Chapter 4 applies to all gases carried in quantities above the threshold of 1.1.3.6 exemptions related to quantities carried per transport unit. Additional requirements apply for high consequence dangerous goods (refer to Definitions) and guidance on these is given in Chapter 5. These chapters are structured under the sub-headings; People, Procedures and Property. Numbers in brackets at the end of paragraph headings refer to the applicable paragraph(s) of ADR. Additionally, an example of a security plan for high consequence dangerous goods is shown in Appendix 1.

2 Scope and purpose

2.1 Scope

This publication provides guidance for EIGA members on complying with the requirements of the security provisions set out in Chapter 1.10 of ADR when carrying dangerous goods of Class 2., but it does not cover national requirements which may also need to be observed. The security requirements of ADR and the recommendations of this document only apply when carrying goods above the quantities specified in paragraph 1.1.3.6 of ADR. Additional requirements apply to high consequence dangerous goods (toxic gases and bulk flammable gases, refer to 3.2). Members may choose to apply these additional requirements to those non-high consequence gases which may be at high risk of theft, for example gases used in the production of drugs (e.g. hydrogen in cylinders) or used as recreational drugs (e.g. nitrous oxide).

2.2 Purpose

The document covers the transport of dangerous goods by road; other modes of transport are not considered. Transport includes receiving dangerous goods onto members' premises and the entire process of supplying dangerous goods to customers. It includes security during the time that the goods are on the vehicle and held in temporary storage.

NOTE: ADR should be consulted in conjunction with this document. Some national governments and freight associations also provide guidance on the security aspects in ADR.

3 Definitions

For the purpose of this publication, the following definitions apply.

3.1 Publication terminology

3.1.1 Shall

Indicates that the procedure is mandatory. It is used wherever the criterion for conformance to specific recommendations allows no deviation.

3.1.2 Should

Indicates that a procedure is recommended.

3.1.3 May

Indicates that the procedure is optional.

3.1.4 Will

Is used only to indicate the future, not a degree of requirement.

3.1.5 Can

Indicates a possibility or ability.

3.2 Technical definitions

3.2.1 Security (ADR 1.10 Note)

Measures or precautions to be taken to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.

3.2.2 High consequence dangerous goods (ADR Table 1.10.3.1.2)

High consequence dangerous goods are:

- all flammable gases when carried in tanks, battery vehicles or MEGCs, of more than 3000 litres water capacity;
- all toxic gases in any aggregated quantity exceeding 20 kg when liquefied (50 kg for ammonia and chlorine) or 20 litres water capacity when compressed. These lower limits are those given in 1.1.3.6 exemptions related to quantities carried per transport unit.
- for goods of other classes, table 1.10.3.1.2 in ADR should be consulted.

4 General requirements for all dangerous goods

4.1 People

4.1.1 Recruitment

a) Appropriate persons

Organisations should ensure:

- All employees who are involved with the transport of dangerous goods are suitable for the task and that they hold verifiable:
 - licences, certificates and operating documents where applicable;
 - have permission to work in the country of operation.
- Applicants that give false information, or fail to disclose material information, shall lead to grounds for a refusal for an interview or, if employed dismissal.

Organisations should also regularly verify any licences, certificates and operating documents that staff may need to do their job.

b) Employment checks

Organisations should check the employment record of everyone involved in the transport of dangerous goods, and obtain documentary evidence of background and experience for all potential employees. Original documents should be used to check identities and qualifications.

Wherever possible, organisations should obtain a continuous record of the applicant's education and employment history covering at least the previous five years.

Refer to EIGA Doc 54 *Road Vehicle Safety Programme* for further guidance on the selection of drivers [1]

4.1.2 Selecting contractors

Contractors involved in the transport of dangerous goods should undertake the same pre-employment screening process (4.1.1) as for an organisation's own employees. The company that employs contractors should ask them to demonstrate that they have carried out these checks. If they fail to do so, the employing company should consider using a different contractor.

Organisations should ensure that there are appropriate checks or screening of contractors or sub-contractors or agency staff employed in key positions, such as security guards at site access points, drivers, handling and filling staff.

A good practice is to ensure that organisations have procedures in place to confirm that a person sent by a contractor or agency is indeed the individual who reports for duty.

4.1.3 Training (ADR 1.10.2)

a) Training and awareness

Companies should provide security awareness training for everyone involved in the carriage of dangerous goods. This initial training should be periodically supplemented with refresher training.

The training should include:

- the nature of security risks;
- recognising security risks;
- how to minimise security risks and
- what to do in the event of a security breach.

The training should also include awareness of security plans (if appropriate). This should be at a level appropriate to the responsibilities of individuals and their part in implementing the security plans.

The employer should record all security training and make the records available to the employee if asked.

b) Driver training

Drivers should be briefed on what to do in the event of a hijack or criminal attack. Drivers should see security as a normal, daily routine in the workplace. It should be emphasised that they shall not put themselves at risk in an attempt to protect the vehicle and load.

The depth of the training shall depend upon the type of goods carried.

4.2 Procedures

4.2.1 Management routines and secure working practices

There are a number of procedures that organisations should adopt to improve security.