In October 2006 the European Commission organised a conference on enhancing the security of explosives. A public-private taskforce was set up to examine the following areas: precursors, detection, public administration coordination and storage, transport and traceability. The taskforce has recently completed its work and come up with a number of recommendations to the Commission which will form the basis of an EU action plan on enhancing the security of explosives. The action plan is likely to be published towards the end of 2007. For the information of the working party those recommendations which may have an impact on the transport sector are included in the annex.
ANNEX

Final Draft of the recommendations to the European Commission from the Working Group on storage, traceability and transport

The order of the recommendations specifies a priority order, highest priority first.

In the following the term “explosives” is used as it is defined in Directive 93/15/EEC.

i. All personnel employed in the manufacturing, storage, distribution and use of explosives should be vetted and formally authorised to have access to explosives. This includes personnel of companies licensed for handling explosives as well as personnel of service companies.

Other personnel identified within the supply chain, that would have access to information that could be of use to terrorists, should be included within the vetting facility.

The vetting shall be made according to the Constitution of the particular member state.

ii. a) Effective Security Plans / Security Management Systems should be operational at all explosives facilities (manufacturing, storing, distributing and using). These Security Plans / Security Management Systems must be risk based and result in adequate security measures being operational. Named “Responsible Persons” and a “Security Manager” should be disclosed within Security Plan / Security Management System. Both activities can be performed by one person. (The duties of each have to be defined). National Authorities may allow exemptions for small users.

b) It should become obligatory for National Authorities to keep explosives manufacturers and distributors informed as to the regional threat at all times.

iii. All EX/II and EX/III vehicles carrying explosives shall

I. be fitted with 24 hour, remote monitoring systems (e.g. GPS based systems), that are monitored by an appropriately resourced monitoring station. The Monitoring systems (including the Monitoring Station) must reliably enable where technically possible:

a) Vehicle location to be identified

b) Alarm activation if vehicle is moved from specified location at certain times

c) Alarm activation if specified compartments are opened at certain times and/or at unauthorised locations.

d) A duress and/or a Panic alarm facility.

II. be capable of immobilising the engine remotely if safe and applicable,

III. be fitted with an anti theft system,

IV. have sufficiently secure compartments for explosives,

V. be fitted with a means of communication.

VI. have a recognised marking affixed to the roof of the vehicle, to a specified size and description.
iv. Consideration should be given to materials that are classed as "desensitized explosives". It is recommended to review the classification of these substances.

v. Mobile explosives manufacturing units (MEMU) shall have at least two independent systems for recording the amount of explosives produced.

vi. MEMUs must be fitted with process locks – to prevent unauthorised use. The means of doing this should be agreed with National Authorities.

vii. MEMUs shall be parked on a site which is guarded or monitored when they are not in use.

viii. Member States should have formal systems for authorizing, regulating and licensing the manufacture, storage, sale and possession of explosives.