

# NSPA Experience of the Transportation of Ammunition

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**PREPARED FOR**  
RASR Meeting  
4<sup>th</sup> April 2013

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- European Commercial Demil Market
- Transport Regulation
- Road
- Air
- Rail
- Sea
- Security
- Overview of Regulations
- NATO Movement Publications
- NSPA Experience
- Questions



Norway  
Nammo NAD

Sweden  
Nammo  
Vingo

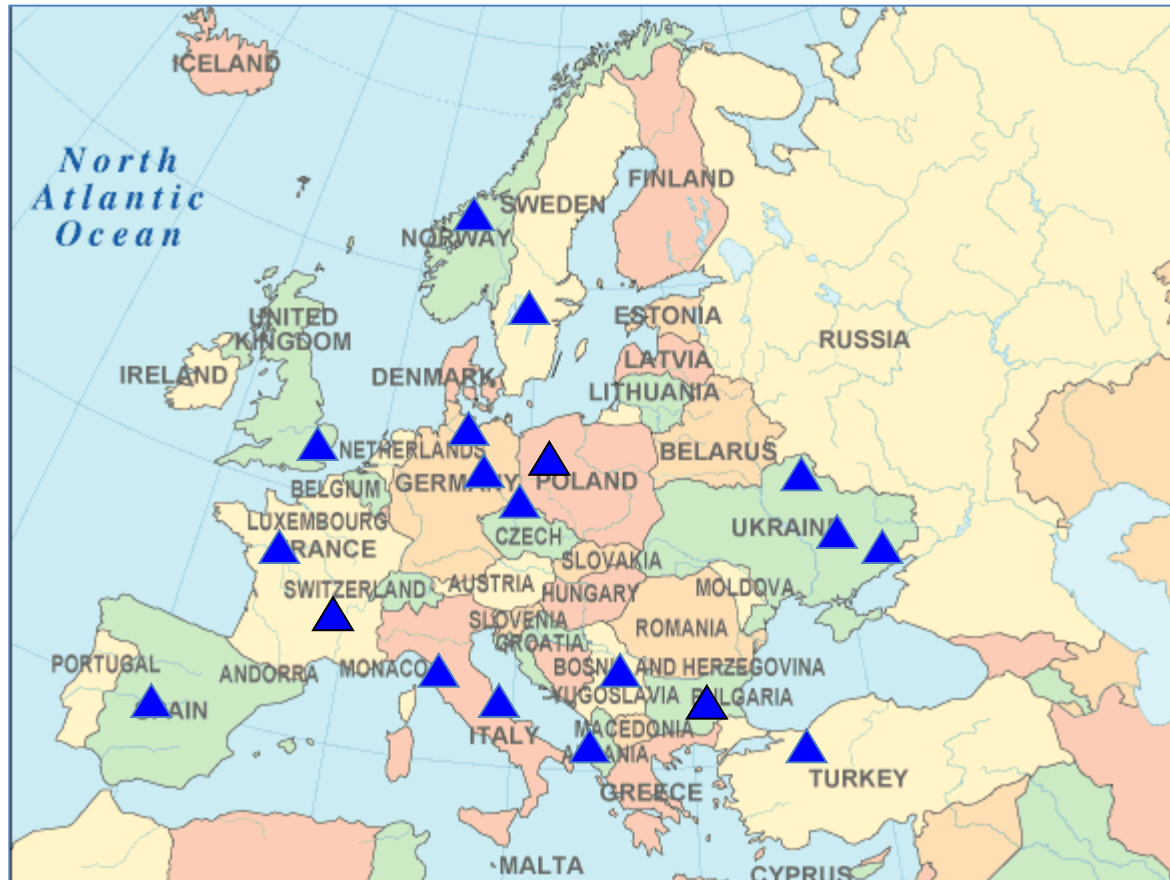
Germany  
Nammo Buck  
ISL  
EST

UK  
Qinetiq

Bulgaria  
Expal  
Dunarits

France  
Alsetex  
MBDA

Spain  
Expal (Faex)



Italy  
Expal (UEE Italia)  
Esploidenti Sabino

Albania  
ULP-Mjekës  
KM-Poliçan

Serbia  
TRZ Kragujevac

Turkey  
Kirkkalli

Ukraine  
Pavlograd  
Donetsk  
Shotska

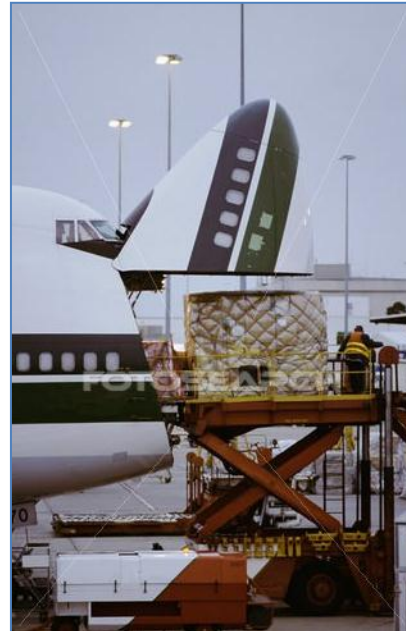
Poland  
Bumar

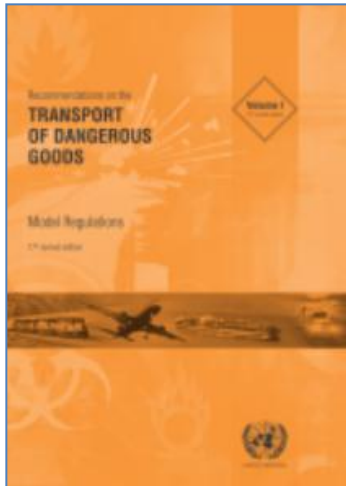
Czech Republic  
VOP  
STV

**Commercially sustainable, competitive and high quality industrial base**



# From military depot to demil facility





The UN Recommendations on the Transport of Dangerous Goods address the following main areas:

- List of dangerous goods most commonly carried and their identification and classification;
- Consignment procedures: labelling, marking, and transport documents;
- Standards for packaging, test procedures, and certification;
- Standards for multimodal tank-containers, test procedures and certification.

These recommendations contain all basic provisions for the safe carriage of dangerous goods, but they have to be completed by additional requirements which may have to be applied at national level or for international transport depending on the mode of transport envisaged.

## UN Recommendations on the Transport of Dangerous Goods (Orange Book)

To provide a basis for internationally harmonized regulations governing the multimodal transport of dangerous goods

To “recommend” the Recommendations on the Transport of Dangerous Goods to modal organizations, regional bodies and national governments (in particular those governments considering the development of national regulations affecting the transport of dangerous goods) in a form that can be adopted with little or no modification directly into modal, regional or national regulations.

To improve the understanding of dangerous goods transport regulations affecting international transport and in doing so, improve compliance and dangerous goods transport safety and facilitate the international transport of dangerous goods



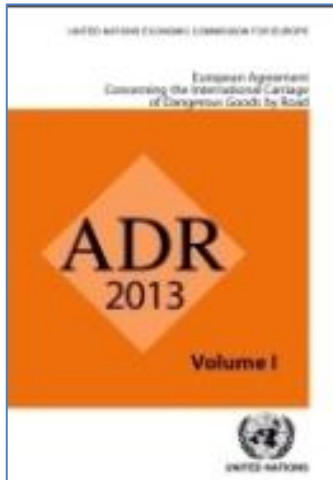
European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

ADR is based on the UN Recommendations on the Transport of Dangerous Goods but it also contains more detailed provisions;

- the types of packaging which may be used
- the consignment procedures
- transport equipment (vehicle to be used, vehicle construction and equipment)
- transport operation (training of drivers, supervision, emergency procedures, loading and unloading, placarding of vehicles).

ADR is intended primarily to increase the safety of international transport by road, but it is also an important trade facilitation instrument. Except for dangerous goods which are totally prohibited for carriage, and except when carriage is regulated or prohibited for reasons other than safety, the international carriage of dangerous goods by road is authorized by ADR on the territory of Contracting Parties provided that the conditions laid down in annexes A and B are complied with. There are at present 42 Contracting Parties to ADR.

The requirements of Annexes A and B of ADR have been annexed to EU Directive 94/55/EC -requirements have become applicable not only to international transport of dangerous goods but also to domestic traffic in all countries of the European Union as from 1 January 1997.



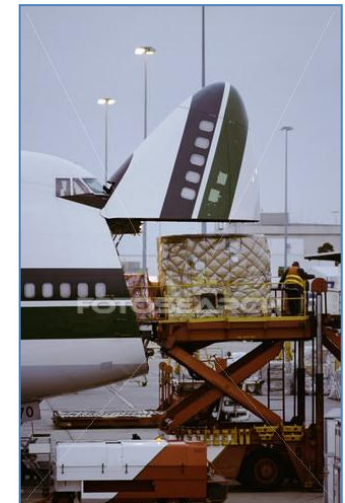
<http://www.unece.org/trans/danger/danger.html>



## Safe Transport of Dangerous Goods by Air

Dangerous goods are carried regularly and routinely by air all over the world. To ensure they do not put an aircraft and its occupants at risk there are international Standards which each State, under the provisions of the Chicago Convention, are required to introduce into national legislation. This system ensures governmental control over the carriage of dangerous goods by air and gives world-wide harmonization of safety standards.

Technical Instructions for the Safe Transport of Dangerous Goods by Air (the “Technical Instructions”). States are required by Annex 18 to have inspection and enforcement procedures to ensure that dangerous goods are being carried in compliance with the requirements.



**International Civil Aviation Organization (ICAO)**

<http://www.icao.int/safety/DangerousGoods/Pages/background.aspx>



## RID

Convention concerning International Carriage by Rail (COTIF)  
Appendix C – Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)

**The following are RID Contracting States (as at 1 July 2012):**

Albania, Algeria, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iran, Iraq, Ireland, Italy, Latvia, Lebanon, Liechtenstein, Lithuania, Luxembourg, former Yugoslav Republic of Macedonia, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Syria, Tunisia, Turkey, United Kingdom, Ukraine.

**Intergovernmental Organisation for International Carriage by Rail**

<http://www.otif.org/en/dangerous-goods.html>







The International Maritime Dangerous Goods (IMDG) Code was developed as a uniform international code for the transport of dangerous goods by sea covering such matters as packing, container traffic and stowage, with particular reference to the segregation of incompatible substances.



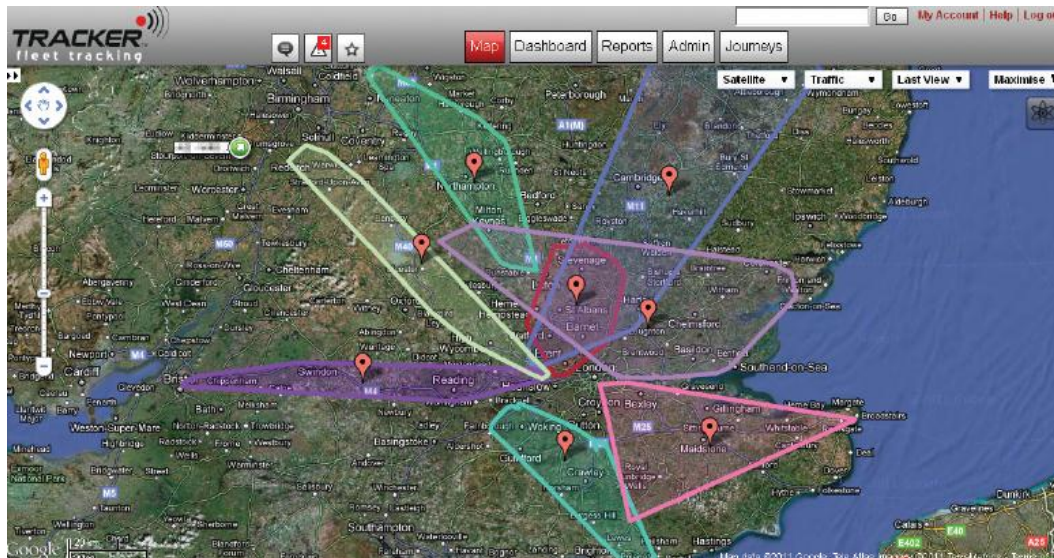
## International Maritime Dangerous Goods (IMDG) Code

The Code lays down basic principles; detailed recommendations for individual substances, materials and articles, and a number of recommendations for good operational practice including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action.

<http://www.imo.org/OurWork/Safety/Cargoes/Pages/DangerousGoods.aspx>



- Training of staff
- Escorts
- Planning route/pre-authorisations
- Emergency response
- Physical tracking





- From a transport perspective ammunition is a Dangerous Good – to be moved freely and safely.
- For Demilitarisation or for sale, it must be 'safe to move', correctly packaged, labeled and documented.
- It must be moved in compliance with national or international regulation. National regulations take precedence over ADR and there are often additional requirements.
- If your nation is a signatory to ADR, then you must apply. If not, it is sensible to work towards ADR.
- In principle, it should be free to move by any mode (road, rail, air, sea, inland waterway) if the ammunition and the transport comply with the UN Recommendations on the Transport of Dangerous Goods (the 'orange book').
- As it is military ammunition, **Arms Control and customs export usually apply.**
- Even though it is ammunition destined for disposal, do not classify it as 'waste' under EU Environmental legislation.



**AMovP- 6 (Allied Movement Publication)** is the 'Allied Multi-modal Transportation of Dangerous Goods Directives'

The Transport of Dangerous Goods Group (TDGG) provides subject matter expert policies, directives and guidance to NATO forces on procedures for planning, organising & conducting the logistic transport of dangerous goods (DG) in peacetime, crisis and war operations. Transport of DG includes all modes of transport – road, rail, air, inland waterways and sea.

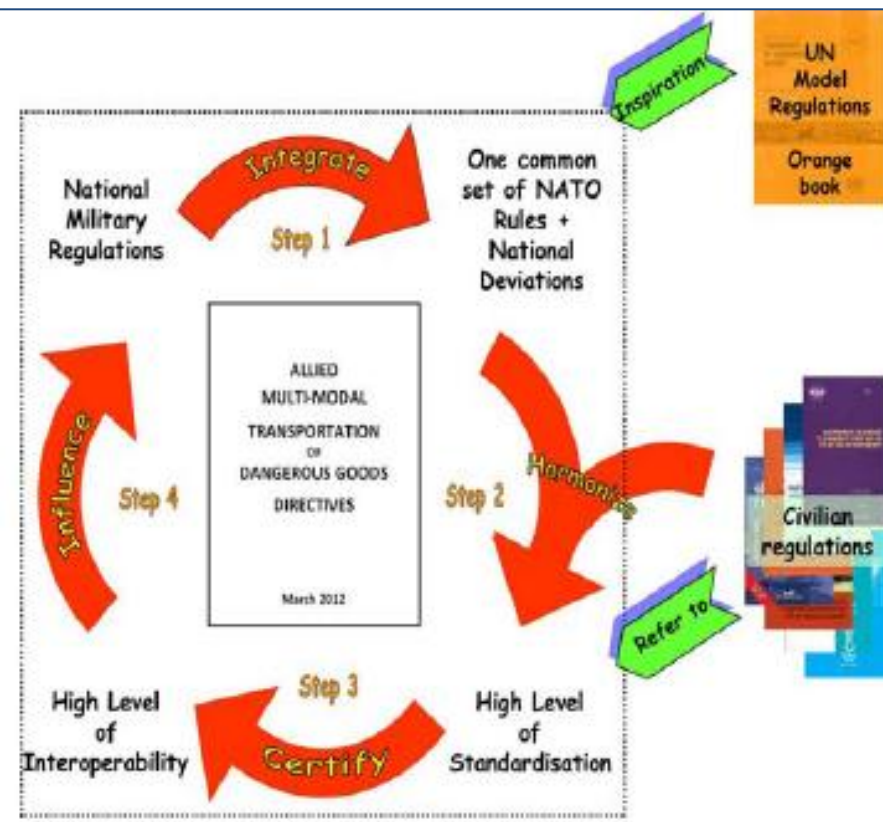
While the transportation of Class 1, ammunition and explosives, remains one of the main tasks of the group, the TDGG deals with all classes of DG, with the exception of fissile material (Class 7).

## Philosophy

- Respect the national regulations
- Respect others certifications and knowledge but control and discuss
- Military policy should not duplicate civilian regulations
- Knowledge exchange with UN – ICAO – EU (ADR)

## Vision

- Improve multinational cooperation
- Regulating use of scarce resources or (maximum utilization of capacity)
- Improved deployability of NATO forces (better access to civilian assets)
- Enhancing multinational operational efficiency





- NSPA (ammo branch) always include the transport with a demil contract. Numerous experienced ammo freight forwarders, logistic brokers or specialist logistic contractors that arrange multi-mode transport. Their responsibility to coordinate and gain all authorizations. Takes up to 6 weeks through national authorities.
- 2009-2012 NSPA average annual statistics for Ammo Demil:
  - 12 contracts - 24 MEUR
  - 1,400 different items & gross weight 1,500 tonnes
  - 8 customer nations – 17 main pick up locations to 7 European demil facilities
  - (Many more movements of new procurement ammo and operational ammo on behalf of customers)
- NSPA (logistics branch) arranges transport on a case by case basis with host nation military transport and contractors. It often takes on the role of coordinating body and works direct to national authorities.
- NSPA has its own DG vehicles, DG trained staff and experienced freight forwarders (including ammunition)

## Lessons

- Things usually go smoothly with an experienced contractor who moves DG (not necessarily ammunition) on a regular basis.
- It takes time to work through a new move – many nations have different requirements if ADR is not strictly followed, and even then, the security requirements may change depending on the threat level.
- People not formally trained are not allowed to handle/process DG. It is a serious issue to break the rules (falsely or wrongly completing declarations is a criminal offence).
- Carriers can refuse a cargo if there is incorrect packaging/labelling/documentation. Delays can have operational or financial consequences.



The xxxxxx\* Group consists of 4 companies located in the USA, Canada, the UK and Australia, specialising in the safe, secure and legal movement of explosives, munitions and security classified materials.

Over 30 years experience

Air, sea, road and rail specialist logistics

Stevedoring, storage and insurance services

Reputation for absolute attention to detail

The philosophy behind the four companies is that they can work independently or as a group depending on your project. Each company is set up to understand and engage with local and national laws and regulations and operate within its own commercial sphere while having an international capability as part of the xxxxxxxx.

xxxxxx has developed long-term relationships with clients and suppliers. This enables your supply chain to be constantly improved.

xxxxxx's ethos is to find cost effective and practical solutions to your requirements using our extensive working knowledge of local and national laws, regulations, codes of practice and compliance requirements

\*Typical website of an experienced international contractor (name redacted)





# Questions

