



institute of makers of explosives

The safety and security institute of the commercial explosives industry since 1913

Transportation

Background

The commercial explosives industry relies on all modes of transportation including rail, truck, maritime, and air, to move our products safely and securely not just nationwide, but around the world. Transportation-induced disruptions to the commercial explosives industry's supply chain can lead not only to delays within our industry, but also to significant delays to the many infrastructure projects that rely on commercial explosives. These include roads, railways, runways, tunnel and pipeline construction, energy development and infrastructure, and the mining of critical minerals. Significant delays in any of these projects can lead to increased costs and even potential safety hazards.

Zero-Emission Freight Vehicles

As Congress and the Administration consider policies mandating the shift to zero-emission vehicles (EVs) (both lithium-ion and hydrogen fuel cell), IME is concerned with the potentially hazardous use of EVs to transport Class 1 hazardous materials (explosives) and other materials necessary for blasting.¹ The incompatibility of Class 1 materials and lithium-ion batteries is well-documented in U.S. transportation policy. For example, the U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration's (PHMSA) "Lithium Battery Guide for Shippers" specifically states that Class 1 materials cannot be packed in the same outer packaging with lithium-ion batteries.² The United Nations (UN) Working Party on the Transport of Dangerous Goods, which IME is an active participant in, has also raised concerns regarding transporting explosives with EVs and is currently examining the feasibility and safety of doing so.³

Ask: Congress should direct PHMSA to study the feasibility of safely transporting Class 1 hazardous materials and other materials necessary for blasting, using EVs. Until such research is conducted and it has been proven to be safe, transportation of Class 1 hazardous materials and other materials necessary for blasting must be excluded from any zero-emission policies.

Streamlined Security Screenings

Employees transporting commercial explosives and other goods are required to undergo multiple background checks. These in some cases duplicative checks result in unnecessary fees and present hurdles to these individuals necessary to the transport of goods.

Ask: Support H.R. 5840/S. 3959, *the Transportation Security Screening Modernization Act*, legislation that will reduce duplicative background checks and burdensome fees on essential transportation workers, by allowing valid background checks to be applied to more than one TSA security threat assessment program, specifically the Transportation Worker Identification Credential (TWIC) and HAZMAT Endorsement (HMEs), removing barriers to the transportation industry.

¹ https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Nine_Classes_of_Hazardous_Materials-4-2013_508CLN.pdf

² <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2021-09/Lithium-Battery-Guide.pdf>

³ <https://unece.org/transport/events/wp15-working-party-transport-dangerous-goods-109th-session>