



SAFE AND SECURE AT THE SOURCE

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Paul A. Gray
CHAIRMAN

John J. Miller
SECRETARY

Wolfgang R. Fasten
TREASURER

TRANSSC-27 Summary:

TRANSSC 27 held week of November 11, 2013.

- TRANSSC 27 was the first TRANSSC meeting conducted in two parts, with days 1 through 3 dedicated to working group activities and days 4 and 5 dedicated to TRANSSC plenary meeting. I felt the format worked well and made for a more efficient use of time.
- The first 2 days was committed to the Working Group 1 evaluation of proposed revisions to SSR-6. In total there were 134 pages of proposed revisions, some of these were duplicate proposals submitted by different member states. Overall there were 62 issues discussed, 17 were classified as issues for further work, 13 minor changes and editorial and 32 issues not pursued further. The 17 issues were grouped into 7 overall categories. The way forward with these issues was discussed on the 13 November 2013 and overall it was agreed that there were not any issue or collection of issues that warranted a revision of the regulations. A proposal was given to the secretariat that they should consider organizing an appropriate meeting(s) where these issues could be discussed further. If appropriate, these issues could be changed into proposed regulatory changes or a decision made not to pursue them any further. Any proposed regulatory changes would then go forward to the next regulatory review cycle. Some of the proposed issues are important to ISSPA members and ISSPA should be active in working with TRANSSC in addressing these issues. A technical meeting will be held March 31 – April 4th. I think it is important for ISSPA to be present at the TM, I have been asked if I would be willing to Chair one of the TM working groups, I said that I would but I suggested that I would be better to act as the secretary and have a representative of a member State chair, which has been standard protocol during the TRANSSC meetings.
- The following issues should be of interest to ISSPA members:
 - Package Hierarchy: A proposal to introduce a paragraph in SSR-6 (5xx) that describes the package hierarchy. For example a Type B package can be used as a Type A package, so a UN2915 shipment can be shipped in a Type B(U) package. The real nexuses of this proposal is for Empty Packages that utilize DU shielding and exceed 5 uSv/h on contact can be shipped as LSA-1 without covering the Type B(U) marking on the package. I believe this is a proposal that ISSPA would support.
 - A/D value on the shipping papers: The aim of this proposal is to add information about the A/D value of the package on the transport document so that the different stakeholders know what security measures are necessary during the transport and so that competent authorities can verify compliance with relevant security requirements. This French proposal was rejected, however it does signify



that there is a move to bring security requirements into the regulations. ISSPA needs to be at the forefront of bringing security requirements into the regulation.

- Emergency Response: A proposal to make mandatory emergency response plans by revising paragraphs 104, 106 and most significantly 304 in SSR-6. The proposed change to paragraph 304 (original text struck out) is as follows:

~~In the event of accidents or incidents during the transport of radioactive material, emergency provisions, as established by relevant national and/or international organizations, shall be observed to protect persons, property and the environment.~~

Consignors, carriers, governments and relevant national and/or international organizations shall establish in advance consistent arrangements for preparedness and response for emergencies that may occur during transport to protect human life and health and the environment. Emergency plans of consignors and carriers shall be kept available on request for the competent authority. Appropriate guidelines for the establishment of such provisions are contained in Ref. [4].

This proposal was not rejected and seems to have strong support from the European member states. Opposing views of the proposal highlighted an increase in denials of shipments and the disincentive for carriers to carry Class 7.

While not a proposed revision ICAO mentioned that they are working on a revision to the ICAO instructions that would introduce cargo areas on a plane similar to a vessel so that exclusive use shipments could be shipped by air.

After the working group meetings TRANSSC plenary met for the remaining 2 days. The follow DDPs where approved:

1. DPP DS476 - Safety of Research Reactors (revision of NS-R-4)
2. DPP DS478 - Safety of Fuel Cycle Facilities (revision of NS-R-5)
3. DPP DS479 SG Operating Experience Feedback for Nuclear Inst.
4. DPP NST044 - IG Security of Radioactive Material in Transp.
5. DPP NST045 – Nuclear Security Rec. for Computer Security

John Miller