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| Trip Report for TRANSSC 35and Pre-Meeting Working Groups |

TRANSSC 35 was held between December 13th and 15th. Four working groups preceded the TRANSSC meeting on December 11th and 12th. The working groups topics were; A1/A2 Values, 20% Increase in Dose Rate during NCT, NORM and Criticality. The Inter-Agency Group (IAG) also met during this time. I attended the 20% Increase in Dose Rate during NCT working group.

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| **Pre-TRANSSC Meetings** |
|  | A1/A2 Values – This was the 9th meeting of the working group. The group continues to evaluate the various Q values independently. The group’s current work plan is to end up with recommendations on A1/A2 values that could be incorporated into SSR-6 and SSG 26 some point after 2022. This may end up being after the next revision (date unspecified) of SSR-6. |
|  | 20% Increase in Dose Rate during Normal Conditions of Transport – There have been some concerns around how the 20% increase is appliled to low dose shipments. As well there have been cases where contents shift or settle during transport resulting in a dose increase greater than 20%. This group was set up to evaluate technical justifications to support changes to the requirement that limits dose increase during transport. The group agreed that if the dose rate at the surface of the package is below 50 μSv/h (low dose package), then an increase of 10 μSv/h is allowed after the NCT tests. This will be submitted as a proposal during the next review cycle. It was also agreed that the guidance documents should address internal movement of the contents that could occur during NCT. WNTI proposed a solution in which package designs that exceed the 20% dose increase have a TI multiplication factor. This proposed multiplication factor would be based on the relative difference of the dose rate increase during design. This proposal will be addressed by a proposal to add an explanatory note into the guidance document (SSG-26). I (Nordion/ISSPA) noted that the 20% increase rule could be applied at a cost of safety. In Type A package design, it is possible that a better shielded package (larger Lead Pot) could fail the 20% NCT limit even though the dose rate on the outside of the package would be significantly lower. This is due to the amount of deformation during drop tests (Increased shielding= increased mass = increased deformation). As there was no proposal supporting this situation, there was no resolution. We may choose to revist this as a proposal during the next review cycle. |
|  | No relevant updates for ISSPA were available from the NORM and Criticality working groups. |
|  | The TRANSSC meeting opened with standard review of past minutes, meeting conduct and set up of the agenda. This marked the last meeting of the current TRANSSC cycle. As such there was also discussions about review and feedback from the past term.* The group broke into three working groups to discuss either Anticipated Comments to SSG- 26, Review of TS-G-1.4 or Review of TS-G-1.5. I participated in the Review of TS-G-1.4 Management Systems document.

Anticipated Comments to SSG-26* As this working group was held prior to the closure date for comments the outcome of the working group was limited to discussing comments already submitted by Member States and those that will be submitted prior to the closing of the comment period.
* A number of the comments were editorial in nature. Other comments suggested that text related to the history of the regulations be removed from SSG-26 and be moved to the Technical Basis document.
* There was a recommendation to reject of the proposed text for paragraph 401.2 which proposed that if a package contains both special form and non-special form, the appropriate UN number should be assigned that corresponds to the non-special form.

Review of TS-G-1.4, Management Systems* + The review of this document was a follow up on questions raised during TRANSSC 33. The group agreed that waiting for the final text of SSG-26 before reviewing TS-G-1.4 was appropriate. The group noted that of the recent changes to SSR-6, the ageing management program will have an effect of the content of the TS-G-1.4.
	+ The current structure of the document seems to be good but the content will need to reflect the most current international guidances on management system.
	+ The WG recommended that member states should be encouraged to submit national experiences about graded approach of management systems to be included in safety guides.
	+ The WG strongly recommends that a consultancy meeting works on the revison of TS-G-1.4 after the final text of SSG-26.

Review of TS-G-1.5 Compliance Assurance* The WG recommends that a consultancy meeting address the scope of the document to better reflect how can be show that the Regulations are being complied with.
* As TS-G-1.5 refers primarily to safety aspects of transport and security issues of transport are addressed in Security Series document (e.g. NSS 9, NSS 13). This separation needs to be better explained.
* A number of IAEA documents were reviewed by TRANSSC. These were mostly documents relating to Nuclear Reactors and Nuclear Security.
* TS-G-1.2, Emergency Preparadness and Response, was also reviewed. This guidance document is being revied by EPRESC. A consultancy meeting was held to review the current draft of the document. It was found to be clearly written and comprehensive.
* There was a presentation on the Safety and Security Interface document. The document continues to be developed with expected publication in 2018.
* TRANSCC is establishing Technical Expert Groups to discuss certain topical areas. ISSPA has been signed up as an interested party in 3 of the 4 topics; Radiation Protection, Packaging Performance and Transportation Matters. We did not sign up for the Criticality group.
* There was an update on the PDSR (Package Design Safety Report). It is expected that a draft will be presented at the next TRANSSC meeting.
* The meeting closed out with updates from the UN and International Bodies and updates from the IAEA Secretariat. ICAO noted that a new publication of their *Technical Instructions for the Safe Transport of Dangerous Goods by Air* document will be published in late 2018 for use as of January 1, 2019.
* The next TRANSSC meeting is scheduled for June 2018.
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