Part 1

TRANSSC INDUCTION

OPENING 16 JUNE 2014 14:00 / CLOSE 16 JUNE 2014 16:00

Part 2

TRANSPORT TECHNICAL ISSUES DISCUSSED IN WORKING GROUP(s)

OPENING 17 JUNE 2014 09:00 / CLOSE 18 JUNE 2014 16:00

Part 3

TRANSSC DISCUSSION AND DECISION ON MATTERS REQUIRING
TRANSSC ACTION

OPENING 19 JUNE 2014 09:00 / CLOSE 20 JUNE 2014 13:00

IAEA, ROOM M3
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All presentations and documents can be found on the TRANSSC members’ website

http://www-ns.iaea.org/committees/transsc/default.asp?fd=1449&dt=0
Part 1

TRANSSC Induction

(Open to all TRANSSC Members with focus on new members)

Opening 16 JUNE 2014 14:00 / Close 16 JUNE 2014 16:00

1.0 Opening Remarks and Introduction to Part 1

1.1 Chair – Paul Hinrichsen - Welcome

Mr Hinrichsen welcomed all to the Meeting and explained that this opening was not the opening of TRANSSC proper but that TRANSSC would be officially opened on Thursday 19th June 2014.

1.2 Secretariat – Steve Whittingham - Introduction to Part 1

Mr Steve Whittingham, of the Secretariat, explained the context and purpose of the TRANSSC Induction Session which was required since the Meeting was the first for the new Term of TRANSSC. The Induction Session was mainly for new TRANSSC Members but was also open to more experienced TRANSSC Members.

1.3 Presentations

1.3.1 Presentation by D. Delattre

Mr Delattre – Unit Head of the Safety and Security Publications Unit gave a presentation highlighting the following issues:

- History of the IAEA Safety Committees
- Evolvement of the interactions between the IAEA Safety Committees
- Hierarchy of the IAEA Safety Standards
- Flow diagram of the process for drafting and publishing IAEA Safety related documents
1.3.2 Presentation by Mr Hinrichsen

Mr Hinrichsen gave a presentation showing the inter-relation between the IAEA TRANSSC and other international model dangerous goods regulation bodies.
Part 2

TRANSPORT TECHNICAL ISSUES DISCUSSED IN WORKING GROUP(s)

Opening 17 JUNE 2014 09:00 / Close 18 JUNE 2014 16:00

2.0 Opening Remarks

2.1 Mr Paul Hinrichsen, TRANSSC Chair

Mr Hinrichsen welcomed all the participants.

2.2 Administrative Meeting Arrangements

Mr Whittingham briefly described the administrative arrangements for the meeting.

2.3 Working Groups

Mr Hinrichsen presented the Terms of Reference for the proposed Working Groups;

It was noted that at TRANSSC 27 - Working Group 1 had identified a number of issues that warranted further review, noting that some of the issues if further developed could in a future review cycle warrant consideration as revisions to SSR-6. The Secretariat committed to help coordinate Member State evaluation and study of some of the issues at future consultancies and working group meetings, and offered to assist in coordinating the participation of Member States interested in contributing to the in correspondence/working groups led by TRANSSC members.

The proposals selected by TRANSSC 27 for further analysis were grouped according to the main topics to which they were related. Each working group will assess the issues identified along with its topical area to propose how to address, combine or redefine them.

The topical areas were:

WG 2: Radiation Protection
WG 3: Classification, Marking/Labelling, Placarding and Documentation

WG 4: Test and Design Requirements

The above formed the basis for the proposed Working Groups for TRANSSC 28 as follows;

WG1 - Fissile and fissile excepted material, this was convened 12 – 16 May 2014

WG2 - Radiation protection; to be chaired by Mr Sallit - UK.

WG3 - Classification, Marking/Labelling, Placarding and Documentation; to be chaired by Mr Sert - France

WG4 - Test and design requirements; to be chaired by Mr Duffy – Ireland

WG5 - Inter Agency Group issues, these will be discussed in a virtual meeting to be held before the next TRANSSC meeting.

Following this work, those proposals considered appropriate will be reformulated as necessary and resubmitted in the SSR6 2015 review cycle.
Part 3

TRANSSC DISCUSSION AND DECISION ON MATTERS REQUIRING TRANSSSC ACTION

Opening 19 JUNE 2014 09:00 / Close 20 JUNE 2014 13:00

3.0 OPENING REMARKS

3.1 TRANSSC was opened by Dr Miroslav Pinak Acting Director of NSRW

Good morning Ladies and Gentlemen, welcome to the 28th meeting of TRANSSC.

This is the first meeting of the new 4 year term and behalf of the Secretariat I would like to welcome Mr Paul Hinrichsen as the new TRANSSC chair. Paul is a known by many of you and I am sure he will receive your support to maintain the high standard of work of TRANSSC in the area of managing SSR6 and the 6 supporting Technical Guides relating to the safe transport of radioactive materials.

As this is the first meeting of the new term, Part 1 of this meeting held on Monday afternoon provided newcomers with a detailed overview of the IAEA processes for the revision or creation of new technical documents and their publication.

Part 2 (Tuesday – Wednesday of this week) consisted of 3 working groups to consider some of those proposals for changes to SSR6 received during the 2013 review cycle which TRANSSC agreed that further discussion for clarification was appropriate. The recommendations from these Working Group will now be considered in TRANSSC plenary. For those submissions now considered appropriate the process will be to formally resubmit them in the 2015 review cycle.

This morning we begin Part 3 of the meeting and you will see from the agenda that it will be a busy meeting until it closes on tomorrow lunchtime. An insight into the work of the Transport Safety Unit (TSU) will be provided at various points in the Agenda and the Secretariat urges Member States to continue with their valuable support without which the various activities of the TSU and the wider IAEA could not operate.

I wish you success over the remainder of the meeting.

I now hand over the meeting to your Chair – Paul Hinrichsen
4.0 ADMINISTRATION ITEMS

4.1 PROPOSED AGENDA FOR THE MEETING

Mr Hinrichsen presented the proposed agenda for the Meeting. The Agenda was accepted with the addition of the following items;

Additional item under Agenda Item 6.3: Presentation by Mr Serge Gorlin, Chair of the Transport Facilitation Working Group (TFWG).

4.2.1 PREVIOUS MEETING REPORT TRANSSC 27

Mr Hinrichsen took the plenary through the Draft Report of TRANSSC 27.

The Report was accepted with the recommendation to add Page Numbers to the report.

4.2.2 ACTION RECORD SHEET

Mr Whittingham presented the Action Record Sheet from TRANSSC 27.

All outstanding actions were reviewed and the status of those actions was updated. The revised Action Record sheet is provided on the TRANSSC28 Members area.

4.2.3 TRANSSC THREE-YEAR REPORT

Mr Whittingham presented the TRANSSC Three-Year Report as drafted by the former Chair of TRANSSC Mr William Brach.

The Report was approved by TRANSSC.

4.2.4 FEEDBACK FROM THE COMMISSION ON SAFETY STANDARDS

Mr Delatre presented feedback of the work of the Commission on Safety Standards.

Summary to be provided by Mr Delatre.

Mr Delatre also presented some insights into the new IT System which was being investigated to assist with the process of drafting and publishing Safety Standards.
It was not clear how the proposed system would affect the workflow of TRANSSC. This can only be investigated once any proposed IT System was in operation. Mr Delatre explained that at such time it would be the choice of TRANSSC to include the system in their workflow or not.

4.2.5 INTERFACE GROUP (SAFETY AND SECURITY)

Summary to be provided by Mr Delatre.

4.2.6 CHAIRS MEETING

Mr Hinrichsen presented the Report of the Chairs Meeting held in April 2014, as drafted by former Chair Mr Brach.

Mr Hinrichsen reported that the Chairs Meeting approved the request for Observer Status of TRANSSC by the Tantalum-Niobium International Study Centre (TIC).

4.3 PRESENTATIONS

4.3.1 The Transport of Radioactive Material in Australia

Mr Sarkaar of Australia gave a presentation on the Transport of Class 7 material in Australia.

4.3.2 The Transport of Radioactive Material in South Africa.

Mr Hinrichsen of South Africa gave a presentation on the Transport of Class 7 material in South Africa

4.3.3 Request for volunteers to make presentations at TRANSSC 29

Mr Elechosoa of Argentina and Mr Zamora of Spain volunteered to make a presentations at TRANSSC 29.

4.4.1 Report on PATRAM 2010

Mr Sallit (UK) reported back on the outcome of PATRAM 2010 which had been held in London. In particular he noted that there had been an amount of funds left after the event and that the Local Organising Committee (LOC)
had been formed with the aim of utilising these funds in ways which would benefit member states. He pointed out a number of initiatives which had been organised and funded in respect of this ideal.

5.0 THE DEVELOPMENT OF DOCUMENTS/PRODUCTS

A number of Document Preparation Profiles had been posted in the TRANSSC Members Area, well within the 60 days window, for TRANSSC comment or approval. No TRANSSC comments or transport related comments had been received on these documents.

5.1 DPP Approval

DS-484 - The DPP for this document was approved by TRANSSC
DS-486 - The DPP for this document was approved by TRANSSC

5.2 DPP Clearance

NST-045 - The DPP for this document was cleared by TRANSSC
NST-049 - The DPP for this document was cleared by TRANSSC

5.3 Draft Safety Standards Approval

The following Draft Safety Standards, as posted 60 days in advance, were approved by TRANSSC
DS-455
DS-457
DS-460
DS-462

5.4 Draft Security Recommendations Clearance

NST-002 was cleared by TRANSSC

5.7 Transport Safety Standards Status Overview

5.7.1 Current Status of Transport Safety Standards

Ms Capadona, of the Secretariat, gave a presentation on the current status of the Transport Safety Standards.
A presentation slide summarizing the status of the Transport Safety Standards may be found here: <insert link>

5.9 **Work with other Committees/CSS**

5.9.1 **WG6; A1/A2/Exemption values**

Mr Cabianca – UK – Reported back on his Working Group 6 discussions on A1/A2/Exemption values.

There will be a Working Group Meeting in Paris between 17th July to 18th July (organised by IRSN) to discuss issues related to the calculation of A1/A2/Exemption values. The meeting was being organised by M. Sert of France and any interested parties are invited to participate.

5.10 **Discussion IAEA Documents**

5.10.1 **Discussion of text for Civil Liability for nuclear damage resolution**

Ms Capadona (Secretariat) gave a presentation on the proposed new text for civil liability for nuclear damage. Mr Koch (Switzerland) requested clarification on the differences between the Vienna and Paris conventions. Mr Gioia of the IAEA Office of Legal Affairs joined the meeting to explain the differences.

5.11 **Information from other UN/International bodies on their documents**

5.11.1 **UNECE**

Mr Kervella of the UNECE gave feedback on the forthcoming discussions within the UNECE SCETDG meeting which will occur the week after the TRANSSC meeting at the UN in Geneva. He stated that any changes to the UN Orange Book that occur as a result of the deliberations during the SCETDG meeting will not affect SSR-6.

The representative of UNECE, Mr. Olivier Kervella, recalled that the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods worked on the basis of two-year cycles, and meets twice a year, The next session, which was the third one of the 2013-2014 cycle, would take place from 23 June-2 July 2014. Since the IAEA had not yet amended SSR-6, no
amendment to the class 7 requirements contained in the UN Model Regulations, 18th revised edition, would be discussed. Nevertheless, some of the proposals made


could be of interest to TRANSSC. The UNECE will prepare a consolidated list of amendments adopted at the three first sessions of the biennium which would have to be confirmed at the last session in December 2014. The list should be available on the UNECE website by the end of August 2014 and will be brought to the attention of the IAEA secretariat for information of TRANSSC.

One of the documents to be discussed concern the classification of UF6 with respect to its chemical hazard, notably the identification of the toxicity hazard in addition to the corrosivity hazard


plus Ref.1 to Ref.13. Whatever the outcome of the discussion, it would not affect the requirements contained in SSR-6 but would, if the proposal were adopted, modify the transport requirements currently applicable that relates to the chemical hazards and result in UF6 not being transportable by air.

He also informed the Committee that the UNECE had adopted amendments to ADR and to AND;


which should be notified to Contracting Parties on 1 July, for acceptance by 31 September 2014, and entry into force on 1 January 2015 with a six month transitional period. The same had been done by OTIF for RID. These amendments will make SSR-6 of mandatory application under these legal instruments.
Similarly, the IMO Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), adopted amendment 37-14 to the International Maritime Dangerous Goods (IMDG) Code by resolution MSC 372(93). The above amendment shall enter into force as a mandatory amendment on 1 January 2016 with a voluntary application date of 1 January 2015. The resolution is set out in annex 8 to the report of the ninety-third session of the Maritime Safety Committee (document MSC/93/22/Add.2) which can be downloaded from http://docs.imo.org.

6.0 TRANSSC WORK NOW AND IN THE FUTURE

6.1 TRANSSC 29 Venue

Mr Whittingham reported that TRANSSC response to the request for holding TRANSSC 29 in Brazil, had been poor. The result was that, although the Secretariat was still keen on the possibility of holding future TRANSSC meetings at other venues, TRANSSC 29 would not be held in Brazil. Mr Whittingham added that, as a matter of principle, even the IAEA Office of Internal Oversight Services (OIOS) had recommended that TRANSSC should, from time to time and to encourage further TRANSSC involvement, hold TRANSSC meetings at other venues.

6.2 SSR-6 2015 Review Cycle

Mr Whittingham presented two Options for the SSR-6 Revision Cycle; first in which the Secretariat would begin the preparatory process to begin a revision cycle, whilst the second option would begin the preparatory process following the conclusion of the review cycle. The first option would reduce the overall timeframe by some 6 months if a revision process was pursued. TRANSSC approved the first (overlapping Schedule) Option for the SSR-6 2015 Revision Cycle.

6.3 IAG

There had been no meeting of the IAG since TRANSSC 27; the next meeting will be held July and a report will be made to TRANSSC 29 in November.

6.3.1 Transport Facilitation Working Group – Mr Serge Gorlin
Mr Gorlin explained that the TFWG had been formed following the recommendations made by the International Steering Committee on Denials of Shipment (ISC – DOS) which concluded its tenure in June 2013. The ISC-DOS had recommended the creation of a Denials Working Group, under the auspices of the IAG, to maintain some of the activities of the ISC and to keep TRANSSC informed on the issue of denials of shipment through the IAG.

- At the first meeting of the Denials Working Group, held in April 2014, it was decided to name the group the *Transport Facilitation Working Group*
- The TFWG was to be a multi-stakeholder Forum with a good balance between government and industry members
- Focus: Communication; Training; Harmonization
- Interim Chair appointed (S. Gorlin); co-chair from MS (tbc)
- Reports to IAG twice a year

### 6.4.4 Working Groups

**Working Group 1**

Ms Capadona (IAEA) provided a summary of the efforts of WG1 which were completed in May 2014. The working group addressed five issues related to transport of fissile material.

Chairs of Working Groups 2, 3, and 4 provided brief reports on the work done by the working groups.

**Working Group 2**

Mr Sallit (UK) provided a brief overview of the work that was completed by the working group. Four proposals for changes to the regulations (SSR-6) were discussed during the working group, and the discussions on each of the proposals were summarized by Mr Sallit.

M. Sert of France provided some additional comments related to the report of WG 2. He specifically pointed out that there are transports where the
dose rate/TI will increase during the transport, and there are no provisions for this currently in the regulation.

Australia also offered an intervention related to the WG 2 report.

**Working Group 3**

Mr Zamora (Spain) provided the report on the work completed by the WG. The group reviewed four separate issues related to material classification, package marking and labelling.

Several interventions were made including India (Mr Singh), related to the return of excepted packages to the country of origin, Germany (Dr Nitsche), related to excepted packages.

Mr Zamora (Spain) noted that the “Schedules” document is of significant importance in the process of classification of material and selection of packages.

**Working Group 4**

WG 4 reported yesterday during the previous day of TRANSSC.

**Working Group 5**

Mr Whittingham (IAEA) provided a summary of WG 5 (the Inter Agency Group), which will convene in the future to discuss the issues from the 2013 review cycle which were assigned to the WG during TRANSSC 27.

**Working Group on tie downs**

Ms Lizot (France) provided feedback on the discussions of the working group on tie downs which met 24-26 March; Mr Wille (Germany) served as the secretary for this WG. The next meeting of the WG will be in November 2014.

Mr Garg (Canada) offered an intervention related to the report of the WG.

Mr Zamora (Spain) offered a further intervention related to the report of the WG.
Ms Capadona (IAEA) noted that the website (SharePoint) for this WG is access controlled and that any TRANSSC member that wishes to view documents related to the WG should send a request to the Secretariat.

**International Applicant’s Guide**

Ms Lizot (France) provided an update on the efforts to assemble an international applicant’s guide. A draft will be provided for the next TRANSSC meeting.

**6.5.2 TM 47179 on Accidents**

Mr Whittingham (IAEA) provided an overview of a new approach for looking at individual issues that may be considered during a review cycle for the regulations. The approach for first issue, Severe Accidents, was outlined which included a first Technical Meeting (TM) scheduled for October 2014.

Mr Garg (Canada) offered an intervention on the presentation of the new approach and specifically mentioned a CRP related to maritime accidents. Mr Whittingham (IAEA) responded that this would be considered in the preparation for the TM on accidents scheduled for October 2014.

Mr Kirchnawy (Austria) offered a further intervention on the presentation of the approach. The concept of a probabilistic risk study was mentioned.

Mr Sallit (UK) offered a further intervention related to the presentation of the approach. He noted that there is a large body of work that has been completed on severe accidents and that this could be tapped for this effort. A probabilistic risk assessment was also mentioned.

Mr Singh (India) offered that inputs from accidents that have occurred in India (recently) may be considered for this study.

Mr Tran Thien (France) indicated that a similar work has been launched in France, but that results from this work would not be available until 2015.

Dr Nitsche (Germany) offered an intervention on the proposed approach. It was mentioned that the desired outcomes need to be clearly defined from the beginning of the process.
It was generally indicated by TRANSSC members that the proposed timescale for the TM and the preparatory work was “optimistic” and “ambitious” and that additional time would be needed to fully explore the issues.

A musical interlude was provided by the conference clerk, Ms Christina Schwarzinger, who performed Violin Concerto No. 4 in D Major K. 218 by W.A. Mozart.

6.6.1 Transport Video

Mr Bajwa (IAEA) noted that the transport video had been distributed to TRANSSC members and requested feedback on the translations that have been done into the other official UN languages.

6.6.2 SSG-26

Mr Whittingham (IAEA) and Ms Capadona (IAEA) provided a status on the possibility of translating guidance into other languages. The CSS has recommended that all guidance be provided in all 6 UN languages.

Mr Zamora (Spain) offered an intervention and mentioned that his priorities for translation (into Spanish) would be the requirements, the guidance, and then the schedules. As these documents are used worldwide, then translations should be done to meet the needs of their use throughout the world.

It was the general view of TRANSSC that translations of guidance material into the official UN languages should be done.

6.7.1 Regional Networks

Mr Whittingham (IAEA) provided a presentation on the strategic vision of the Secretariat in the development of regional transport networks. Mr Whittingham emphasized that these efforts in network building rely heavily upon the involvement of TRANSSC Member States, in terms of the provision of experts and financial resources.

6.7.2 Regulator Training Academy
Ms Sampson (US) provided a brief overview of the training and qualification program for Regulators (Inspectors, Program Managers, and Technical Reviewers) that is provided with the US Nuclear Regulatory Commission.

Mr Whittingham (IAEA) provided an overview of a proposal currently under discussion in the Secretariat concerning the development of a training academy to provide a module training program for competent authorities for transport.

Mr Trivelloni (Italy) provided an intervention related to the revision of the current transport training manual.

Mr Whittingham (IAEA) indicated that a revision of the available transport training manual would likely, eventually, come out of this effort.

Mr Kirchnaway (Austria) provided an intervention on the basic knowledge required of the target audience for this training. Mr Whittingham (IAEA) indicated that a science background would be of value, and that primer material would be provided to assist in understanding of the material.

Mr Irshov (Russia) provided an intervention inquiring about the role of security training in conjunction with safety training. Mr Whittingham indicated that there are security considerations in the elements of the safety training, but clearly stated that there was no current plan to bring security and safety training into the same program.

Mr Conroy (US) provided an intervention related to the translation of training material for this program. Mr Whittingham responded that it was clearly understood that for the training to be effective it should be made available in all the 6 UN official languages and the ambition is that in time this would be achieved.

### 6.8.1 Technical Basis Document

Mr Bajwa (IAEA) provided a very brief summary of the current status of the TecBasDoc and solicited feedback from TRANSSC members on two main topics related to the TecBasDoc, that of publication of a hard copy version of
the document and how the document could be made more user friendly, in other words, what format would be most useful to the wider transport community?

6.8.2 See 6.8.1 Above

6.8.3 See 6.8.1 Above

M. Sert (France) offered an intervention that providing edits and comments on the document are difficult when it is in PDF version. The Secretariat offered that the Microsoft Word version can be made available.

Mr Whittingham (IAEA) inquired as to what the period of revision should be for the document.

M. Sert (France) offered that the document should be kept “permanently” updated and that someone should be responsible for this task. An actual publication of the document every ten years would be sufficient. Keep an updated version of the document available at all times for TRANSSC members and the transport community. Technical information that is generated in the coming years should be incorporated into the document.

Mr Deker (WNTI) offered the intervention that the TecBasDoc could serve to make the advisory material (guidance) less lengthy.

6.9.1 Strategic overview of 4 year term of TRANSSC

Mr Whittingham (IAEA) provided a brief overview of the main tasks that will face TRANSSC in the new term, including a review and potential revision cycle for the regulations, as well as looking at severe accidents.

Mr Hinrichsen (Chair) offered that there will also be the work to develop training modules for transport training.

7.1.1 Review of Actions in TRANSSC 28 Meeting Report

Mr Hinrichsen (Char) indicated that the meeting report would be finalized and provided to TRANSSC members for comment.

8.1.1 Items of Interest for TRANSSC 29
Continued feedback from the ongoing working groups will be factored into the next meeting.

**PDSR**

Mr Zamora (Spain) inquired if the next TRANSSC meeting that will be similar in format to this meeting. The Secretariat indicated that the format of working groups prior to the official TRANSSC meeting would be followed for the next meeting.

Mr Conroy (US) offered that there were several working groups that had recommendations and that further work on proposals for changes to the regulations would need to be done and inquired on the time schedule for this. The Secretariat offered that the new review cycle would begin in January 2015, and therefore, official proposals would be submitted after the official call for proposals was offered by the Secretariat.

Actions from Working Group reports will be reviewed and added as needed, to the proceedings of the meeting.

### 9.1.1 Closing of the meeting

The Chair and the Secretariat offered the following closing remarks for TRANSSC 28.

*We now come to the end of the first meeting of a new 4-year term for TRANSSC and I would like to add my personal welcome to new TRANSSC members and to your new Chairman Mr Paul Hinrichsen.*

*The working groups have made good progress in their further discussions and assessment of the proposals to change SSR6 which were brought forward from the 2013 review cycle.*

*TRANSSC is the largest of the four safety committees and because SSR6 is directly used in the transport regulations adopted by States in the world, the work of this committee is extremely important and the professional and thorough way you conduct your work is appreciated by the Agency and those other bodies who use SSR6 as input to their work.*
Some of the work of the Transport Safety Unit has been presented to you this week and the help of the Member States is vital if we are to achieve our objectives of providing effective regulatory infrastructures in all Member States.

We appreciate the help and support many of you have given to our work in the past and we hope this will continue in the future.

I look forward to meeting you again in November; meanwhile I wish for you all a safe journey home.

Thank you