TRANSSC 32 MEETING REPORT

OPENING 14 JUNE 2016 14:00
CLOSE 15 JUNE 2016 13:00

IAEA, Room M3
BUILDING M
Reference Documents

<table>
<thead>
<tr>
<th>INFORMATION PAPERS</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>INF-01</td>
<td>TRANSSC 31 Meeting Report</td>
</tr>
<tr>
<td>INF-02</td>
<td>TRANSSC 31 Action Record Sheet</td>
</tr>
<tr>
<td>INF-02a</td>
<td>Chairs Meeting 10 Nov 2015</td>
</tr>
<tr>
<td>INF-02b</td>
<td>39th CSS</td>
</tr>
<tr>
<td>INF-02c1</td>
<td>NSS-OUI</td>
</tr>
<tr>
<td>INF-02c2</td>
<td>NSS-OUI Users Guide</td>
</tr>
<tr>
<td>INF-02c3</td>
<td>SPESS E Knowledge and Content Management System</td>
</tr>
<tr>
<td>INF-02d</td>
<td>Safety Security Interface Group</td>
</tr>
<tr>
<td>INF-02e</td>
<td>SSCS Brochure, NSS</td>
</tr>
<tr>
<td>INF-06a</td>
<td>DPP-DS 469</td>
</tr>
<tr>
<td>INF-07</td>
<td>DPP Advisory Material for SSR-6</td>
</tr>
<tr>
<td>INF-09</td>
<td>SSR-6 (20xx) for MS comments</td>
</tr>
<tr>
<td>INF-09a</td>
<td>Output from SSR-6 CSM Feb 2016</td>
</tr>
<tr>
<td>INF-09b</td>
<td>SSR-6 Comments raised at CC</td>
</tr>
<tr>
<td>INF-09c</td>
<td>Comments by SSC_DS495</td>
</tr>
<tr>
<td>INF-09d</td>
<td>Comments from Canada on Documents Posted for TRANSSC</td>
</tr>
<tr>
<td>INF-09e</td>
<td>Comments from France SSR-6 para 304</td>
</tr>
<tr>
<td>INF-09f</td>
<td>IEC reply to comments from France SSR-6 para 304</td>
</tr>
<tr>
<td>INF-15</td>
<td>Update on Regional Networks</td>
</tr>
<tr>
<td>INF-16</td>
<td>Display of Orange Coloured Plate</td>
</tr>
<tr>
<td>INF-16a</td>
<td>Display of Orange Coloured Plate</td>
</tr>
<tr>
<td>INF-16b</td>
<td>Display of Orange Coloured Plate</td>
</tr>
<tr>
<td>INF-16c</td>
<td>Display of Orange Coloured Plate</td>
</tr>
<tr>
<td>INF-17</td>
<td>TRANSSC Work Plan</td>
</tr>
<tr>
<td>INF-18a</td>
<td>CRP Process</td>
</tr>
<tr>
<td>INF-19</td>
<td>Pressure Differential Requirements</td>
</tr>
<tr>
<td>INF-19a</td>
<td>ICAO Comments on WNTI Paper</td>
</tr>
<tr>
<td>INF-19c</td>
<td>WNTI Presentation</td>
</tr>
<tr>
<td>INF-21</td>
<td>Transportable NPP, NG-T-3,5</td>
</tr>
<tr>
<td>INF-22</td>
<td>INPRO CSM-ToR, Transportable NPP</td>
</tr>
<tr>
<td>INF-23</td>
<td>39th CSS</td>
</tr>
</tbody>
</table>

All presentations and documents can be found on the TRANSSC members’ website

http://www-ns.iaea.org-committees/transsc/default.asp?fd=1598&dt=0
OPENING SESSION

Opening 14 JUNE 2016 14:00/Close 15 JUNE 2016 13:00

1.0 OPENING SESSION

1.1 Opening Remarks

1.1.1 Opening Remarks were given by Mr Miroslav Pinak, the Acting Director Division of Radiation, Transport and Waste Safety

1.1.2 Opening Remarks By Chair Mr Paul Hinrichsen

Mr Hinrichsen welcomed the delegates to the Meeting and outlined the process which had brought TRANSSC to the processes proposed for the current Meeting. Mr Hinrichsen offered for clarification on the main purpose of the Meeting that 2015 had been a busy year which focussed on the review of both SSR-6 and of SSG-26. It was now time to turn the attention of TRANSSC to the other Safety Guides related to transport and to consider the need, if any, for possible review/revision of these documents.

2.0 ADMINISTRATION ITEMS

2.1 Conduct of the Meeting

2.1.1 Conduct of the Meeting and Agenda

Mr Hinrichsen briefly reviewed the main elements of the Agenda and the plans for the meeting during the next few days. A request by Mr Serge Gorlin, of the Transport Facilitation Working Group, to add a presentation to the Agenda was posed and accepted by the Committee.

The Proposed Meeting Agenda was adopted with the addition of a presentation by Mr Serge Gorlin as Agenda item 5.4;

2.2 Review of Previous Meetings

2.2.1 Previous Meeting Report

Draft 2 of the TRANSSC 31 meeting report was adopted without any changes being raised.

TRANSSC approved the meeting report of TRANSSC 31.

2.2.2 Action Record Sheet

A review of the Action Record Sheet from TRANSSC 31 was presented by the Scientific Secretary and the status of each action was updated accordingly. Items 24.5, 26.5, 26.6, 27.10, 29.9, 29.16, 29.18, 30.1, 30.2, 30.3, and 30.4 were briefly discussed. An updated issue will be posted on the TRANSSC 32 webpage to include all actions raised during this meeting.

The Action Record Sheet from TRANSSC 31 was accepted without changes.

2.2.3 Chairs Meeting Report

Mr Hinrichsen provided a brief report on the Chairs Meetings which had occurred since the last TRANSSC meeting, specifically on 10th November, 2015 and 5th April, 2016. Mr Hinrichsen specifically mentioned the formation of the new EPreSC, the revision of
the SPES process for document preparation, and the work of the “Interface” group which serves to discuss the Security/Safety interface. With regard to the current make-up of the Interface Group, it was put to TRANSSC that up to 6 members of TRANSSC could be added to the Interface Group on a voluntary basis. The Interface Group being an e-mail based group the members of which, from time to time, are required to make recommendations on which proposed Safety Committee documents should be offered to the NSGC for possible comment. Additionally which proposed NSGC documents should be offered to the safety committees for possible comment.

2.3 Topical Briefing and Discussion on Member States Country Presentations

2.3.1 Presentation from the UK

Mr Ian Davidson from the Office for Nuclear Regulation in the UK, provided the presentation discussing the regulation of transport in the UK. The presentation from the UK is available on the TRANSSC 32 website.

2.3.2 Presentation from Iran

Mr Ahmad Eshraghi, of the Iranian Nuclear Regulatory Authority provided a presentation on the Transport of Radioactive Material in Iran. Mr Eshraghi’s presentation is available on the TRANSSC 32 website.

2.3.3 Presentations for TRANSSC 33

The following Member States volunteered to make country presentations at TRANSSC 33:

- Germany
- France

2.4 Plenary Questions/Clarification on Posted Information Papers.

An issue was raised by Mr Sarkar regarding the involvement of TRANSSC members in the formulation of the Agenda for the Meeting. In particular he requested that the Transport Safety Unit should consult with TRANSSC members via e-mail regarding the proposed agenda.

TRANSSC ACTION 32-1: The Secretariat to offer TRANSSC members the opportunity to contribute to the drafting of the proposed agenda. Such offer to be via e-mail.

2.5 Update on the LEU Fuel Bank

Mr Mark Bassett, the IAEA LEU Bank Project Executive, presented the IAEA position on long-term cylinder management for the IAEA LEU Bank. The IAEA LEU Bank will consist of 60 30 B cylinders with low enriched uranium (LEU). The requirements applicable to management of 30B cylinders are those of the ISO 7195 standard, Nuclear Energy – Packaging of Uranium Hexafluoride (UF6) for transport. The current published version, ISO 7195: 2005, requires recertification (including a hydrostatic pressure test) of empty 30B cylinders every five years. While recertification of filled cylinders that have been in storage for a length of time that exceeds the certification period is not required, the standard does require a programme for testing and inspection prior to shipment, to be approved by the competent authority.
The IAEA view is that, in the context of the IAEA LEU Bank, this poses a regulatory risk that the IAEA will not be able to meet its objectives for assurance of supply. A new version of the ISO 7195 (ISO/Draft International Standard [DIS] 7195-2015) is under discussion within the International Standards Organization. This revision is expected to be published prior to the operation of the IAEA LEU Bank in 2017. This revision allows for recertification of filled cylinders through specific alternative methods that would not require internal examination and hydrostatic pressure testing of cylinders. The IAEA has agreed with the Facility Operator a cylinder management approach that includes testing by those alternative methods to re-certify the cylinders every 5 years.

TRANSSC members requested clarifications, particularly concerning programmes for ageing management, however no specific concerns were raised regarding the approach to cylinder management as presented. TRANSSC members encouraged the IAEA to monitor future changes in the regulations, including to SSR-6, as additional requirements may come in the future.

Mr Basset’s presentation is available on the TRANSSC website.

3.0 DEVELOPMENT OF DOCUMENTS/PRODUCTS

3.1 DPP Approval for Submission to CSS

3.1.1 DS 497 – Revision of 8 Safety Guides on Nuclear Power Plant Operation

No discussion or objections were offered.

TRANSSC approved the document for submission to the CSS.

3.1.2 DS-469 - Preparedness and Response for an Emergency during the Transport of Nuclear Material or Radioactive Material

Mr Brietinger (IEC) provided a brief but informative overview of the new DPP to be submitted for approval by the CSS. No direct comments were received from the TRANSSC committee.

The Japanese representative mentioned that there were comments from Japan which had been sent through the EPreSC and that these comments had been satisfactorily addressed. France asked for clarification of the scope, specifically if it addressed the chemical hazard of UF6. In line with GSR Part 7, the appropriate hazards assessments must be carried out. Russia commented on the scope of the document pointing out that there may be actions needed to be taken even when a conveyance was disabled. This was acknowledged. Spain mentioned that the changes proposed in SSR-6 address responsibilities of Consigners and Carriers, and this document should also include this information. This was agreed. The collaborative nature of the document between the TRANSSC and EPreSC committees was also highlighted.

TRANSSC was informed that the future review of this document would be a joint effort between the EPreSC and TRANSSC. In this regard, members of TRANSSC who wished to be involved in the review of this document were asked to forward their names to the Transport Safety Unit.

**TRANSSC ACTION 32-2:** TRANSSC Members who wished to make an input to the review/revision of TS-G-1.2 to forward their names to the TSU via e-mail.
TRANSSC approved the document for going forward.

3.1.3 DS-469 Advisory Material for SSR-6

Ms Capadona (IAEA) provided a presentation on the DPP for the advisory material, highlighting the intent to include a new introductory section to SSG-26 to make it more user-friendly (it currently does not have such a section).

TRANSSC approved the document for going forward.

3.2 DPP Clearance

3.2.1 NST058 – Development, Use, and Maintenance of Threat Assessment and Design Basis Threat

TRANSSC ‘cleared’ by TRANSSC for going forward.

3.3 Draft Safety Standards Approval

3.3.1 -for submission to CSS

There were no draft standards for submission destined to CSS for review.

3.3.2 -for submission to MS

3.3.2.1 – DS 495 Regulations for Safe Transport of Radioactive Material (SSR-6)

Ms Capadona provided a brief summary of the history of the review/revision cycle for SSR-6 up to this point. Ms Capadona reviewed the comments that were received on SSR-6 during the internal review of the Coordination Committee, and the resolution of those comments. The comments received from France, related to Paragraphs 304 and 305, were also presented and the resolution of those comments was discussed. France indicated that the proposed text was acceptable. Comments from Canada were also reviewed and discussed. It was the secretariat’s recommendation that the comments on Para 303 should be submitted during the 120 day Member State comment period. Canada agreed to this proposal. It was clarified that Member States will receive the draft Regulations in “track changes” mode, in order to clearly see the changes that are being proposed.

Spain provided a comment related to the process of the review of the document in question. In particular, the process whereby, once TRANSSC has approved the document, internal changes to items where TRANSSC had not proposed changes originally can be made by the coordination committee. Mr DeLattre of the CSS provided a response that the changes are made to standards to maintain consistency between the standards. Spain offered that these changes should be made at the beginning of the cycle rather than later in the process. Mr DeLattre agreed that this should be done in theory, but it is not always possible given the number of standards that are in the process of being revised.

Mr Sakar (Australia) pointed out that there are still inconsistencies in the regulations related to other IAEA Standards, so reviews for consistency need to be carried out.
Mr Hinrichsen offered that TRANSSC decision needs to be reached, and posed the question to TRANSSC who agreed that the document could go forward despite the late changes made by the Coordination Committee.

**TRANSSC approved the document for going forward.**

Mr Brennan (IATA) made a comment related to the requirement for the fissile exception (the Paragraph in SSR-6) to be placed on the dangerous goods declaration. He stated that, in his opinion, this was not practicable as the paragraph is different in the different international regulations used by the different modes.

It was suggested that this comment be brought forward during the 120 day Member State review period.

France enquired as to the process for initiating the 120 day member state review period. The Secretariat offered that following the approval of the document, by all standards committees, a Note Verbal would be issued, possibly in July.

**3.3.2.2 – DS 493, Format and Content of PDSR**

Ms Capadona provided a brief overview of the document, which was developed by a correspondence group within the TRANSSC committee. It has been formatted and structured for IAEA publication, which led to some minor changes in structure and format, but not the content.

A general comment was received from Australia via the EPRESK committee. Spain suggested that reference to the previous work done by the European Association of Competent Authorities (EACA) should be acknowledged in the document.

**TRANSSC approved the document for going forward.**

**3.3.2.3 – DS 474 Arrangements for the Termination of a Nuclear or Radiological Emergency**

No comments were offered.

**TRANSSC approved the document for going forward.**

**3.4 Draft Security Recommendations Clearance**

**3.4.1 NST004:** This document was ‘cleared’ by TRANSSC for going forward.

**3.4.2 NST009:** This document was ‘cleared’ by TRANSSC for going forward.

**3.4.3 NST041:** This document was ‘cleared’ by TRANSSC for going forward.

**3.5 Work with Other Committees/CSS**

**3.5.1 39th CSS Meeting**

Mr Delattre provided a presentation on the 39th CSS Meeting. He provided a summary of the discussions and decisions of the 39th CSS meeting which was held in April, 2016. Mr Delattre’s presentation was posted on the TRANSSC 32 website.
3.5.2 **Access and demonstration of NSI-OUI system**

Mr Delattre provided a presentation on the overview of the NSS OUI system to streamline the process for reviewing and revising Safety and Security Series publications. Mr Delattre’s presentation was posted on the TRANSSC 32 website.

Mr Delattre stated that the new SPESS E document would be uploaded to the TRANSSC website.

3.6 **Information from Other UN/International Bodies**

3.6.1 **UNECE**


A consolidated list of all draft amendments adopted at the three first sessions of the biennium will be issued by the secretariat at the beginning of September 2016 for confirmation by the Sub-Committee at its last session of the biennium to be held from 28 November to 6 December 2016. On the basis of these amendments, and other amendments that may be adopted in December, a new revised edition (20th) of the UN Recommendations should be published by the secretariat in 2017.


The 2017 consolidated editions of ADR and ADN are under preparation and should be available in September 2016 and December 2016 respectively.

Corresponding amendments to RID, and a consolidated 2017 edition, will be issued by the OTIF secretariat, also for entry into force on 1 January 2017.

3.6.2 **ICAO**

As ICAO was not present at the meeting.
3.6.3  IMO
As the IMO was not present at the meeting.

3.7  Update on Revision of Training Course Series 1

3.8  Regional Capacity Building
The Secretariat (Mr Whittingham) provided a brief overview of the regional approach to developing networks of competent authorities for transport safety, specifically working with Africa, Asia-Pacific, the Mediterranean, and Latin America and the Caribbean.

3.9  Update on SSG-26
This item was covered previously

3.10  Display of UN Number on Orange Coloured Plate
France provided a presentation that outlined a proposal for the inclusion of orange plates with the UN number for packages “other than” those that are exclusive use. The proposal was made to the ADR/ADN/RID but was not accepted as it deviates from (but does not contradict) SSR-6. France was seeking TRANSSC agreement that the proposal does not contradict SSR-6, so they could re-introduce this to the ADR/ADN/RID. The proposal from France is highlighted in INF-16c.

Comments were made by:
Austria agreed with the proposal but did not believe it would solve the problem, as shippers could add additional dangerous goods to a single shipment and by-pass the requirement. The suggestion was to widen the scope of exclusive use in order to “force” carriers to display the UN Number on an orange plate.

UNECE (Kervella) said that the policy is to stick to the text in IAEA regulations, in this case para 572. It would not be a problem to change RID/AND/ADR if TRANSSC could agree to the French proposal, but a problem could then occur in multimodal transport if the IMDG Code and ICAO TIs were not amended accordingly simultaneously.

Mr Hellsten (Finland) agreed with the comments from Austria. It could cause confusion and would give the further impression that Class 7 was different than other dangerous goods.

Germany stated that following discussion in internal working groups Germany would not support the proposal. No benefit was seen for this.

Ireland (Duffy) offered that they supported in the RID/ADN/ADR meeting, but could see potential conflict that could lead to undue alarm if Class 7 placards are displayed along with UN number plates. It was suggested that this be deferred to the next review cycle for SSR-6.

The TRANSSC decision was not to support the French Proposal at this time.

Additionally some TRANSSC members suggested that the proposal be entered into the next SSR-6 Review Cycle for fuller TRANSSC consideration.
4.0 Proposed Work Programme for TRANSSC

4.1 TRANSSC Workplan

Mr Hinrichsen briefly reviewed INF 017, the proposed TRANSSC Workplan for 2014-2017. The Workplan was updated based on feedback from TRANSSC members.

Canada agreed that the item on special arrangements may be removed from the workplan.

TS-G-1.2 revision will go forward, this item will be updated.

TBD is available electronically on the TRANSSC members page. Recommendations on the methods for updating the TBD will be made at TRANSSC 33.

The Workplan will be updated following this meeting (move item to “regular tasks”).

CRP Norm published, can be removed.

DPP for PDSR approved, document will go for 120 day Member State Review.

Update Workplan to reflect SSR-6 draft going for 120 Member State review.

Large components can be removed, as new proposal for SCO III package in revised SSR-6 covers this.

LSA-III proposal from Germany has been considered in new SSR-6, can be removed.

Flyover of Coastal States can remain on Workplan as a part of the revise of TS-G-1.2.

Transport of spent fuel after storage, remove as addressed in proposed revision to SSR-6.

Collaboration with other UN bodies (move to Ongoing)

Review/Revisions to TS-G-1.4, 1.5, to be discussed.

4.2 Review of status of Transport Safety Standards

4.2.1 - 4.2.3

Mr Whittingham provided a brief overview of the current status of Safety Standards and introduced the discussion of priorities for revision of the safety guides, specifically;

TS-G-1.3: Radiation Protection Programmes for the Transport of Radioactive Material

(Published in 2007)

TS-G-1.4: The Management System for the Safe Transport of Radioactive Material

(Published in 2008)

TS-G-1.5: Compliance Assurance for the Safe Transport of Radioactive Material

(Published in 2009)

Priorities were discussed, and the Compliance Assurance Safety Guide (TS-G-1.5) was mentioned as a potential priority.

Spain offered that revisions may not be needed to the guidance. Should TRANSSC not decide this first?
Germany agreed with the approach of a review of the documents first. The proposal to form Working Groups for each of the Safety Guide revisions was presented to TRANSSC. Any such Working Groups would be tasked with the review of the Guides as a first step. It was recognised that the decision of any such Working Group may be that no revision was necessary.

TRANSSC members were urged to forward their names and their Working Group preferences to the Transport Safety Unit so that correspondence groups could be established to begin the review of these documents before TRANSSC 33. Discussions could then be held at TRANSSC 33 to review any recommendations related to the review/revision of all three documents.

It was agreed by TRANSSC that this would be the approach going forward.

**TRANSSC ACTION 32-3:** TRANSSC members who wished to be involved in the review/revision of the Safety Guides to forward their names to the Secretariat, via e-mail, together with their preferences. Following such submission working groups will be formed so that work may begin, via correspondence, prior to TRANSSC 33.

### 4.3 Review of Basic Radionuclide Values

#### 4.3.1 Feedback from A1/A2 Working Group

A presentation was provided by Mr Cabianca on the 6th meeting of the A1/A2 working group. 5 new A1/A2 values were calculated and will eventually be incorporated into the current regulations (as appropriate) along with some guidance text to be placed in SSG-26. In general the Q system will not be changed, but instead a clearer and simpler method to calculate these values is being developed.

#### 4.3.2 A1/A2 future work

A Coordinated Research Project (CRP) was suggested for future work on this topic. Mr Whittingham (IAEA) provided feedback on how a CRP might be initiated for this project. Proposals for the current year must be submitted by the end of September 2016.

TRANSSC agreed to the proposal for a CRP in order to complete this work in a timely fashion. A date for the initiation of such a CRP will still need to be set.

**TRANSSC ACTION 32-4:** The Secretariat to initiate the process of requesting a CRP for the completion of this Project.

### 4.4 Pressure Differential Requirements for Packages Transported by Air (WNTI)

Mr Bruno Desnoyers (WNTI) provided a summary of the issue and reviewed the proposal made by WNTI to revise the regulations to address the issue as described. The proposal was not accepted by TRANSSC 31, and WNTI now proposed that a dedicated WG be created to discuss the issue and perhaps develop recommendations for TRANSSC and eventual introduction to the next review cycle (if appropriate).

The Chair provided a summary of the discussion of this issue that took place in the IAG. In particular, since the issue related to air transport, ICAO needed to agree or disagree with the proposal. As it stood there was discussion between ICAO and WNTI but nothing
had yet been resolved. These discussions were likely to continue until resolution had been reached one way or the other. TRANSSC members who wished to be a part of the discussions should make this desire known to the Secretariat. France indicated their interest in being involved in a working group. Mr Whittingham introduced the position paper provided by ICAO on the issue. It was proposed that a working group could be convened at the next TRANSSC meeting. A preliminary response, from ICAO, to the ICAO/WNTI discussions had been posted to the TRANSSC website.

Mr Brennan (IATA) provided an additional comment on the issue, suggesting that this is partially an issue with the current wording of the requirements in the transport regulations. He suggested that this item be discussed at the next ICAO DGP meeting with WNTI in attendance, and the results of this discussion could be reported back to TRANSSC.

Some specific examples of packages that fall into this category was provided by WNTI.

4.5 2017 Review Cycle
Since the Revised SSR-6 is likely to only be published in 2018, the decision of TRANSSC was that TRANSSC would not enter into a new Review cycle in 2017 on the basis that there would be no document to review.

4.6 Technical Basis Document
Mr Bajwa (IAEA) briefly described the current status of the TBD. The latest version has been placed in a folder in the TRANSSC member Area, and there are plans for further modifications to be made to the document in Q3/Q4 of this year.

Mr Malyses (ISO) asked about the interface between SSG-26 and the TBD. Mr Hinrichsen offered that a presentation would be made at TRANSSC 33 that would present a proposal regarding the interface of the document with SSG-26.

4.7 TRANSSC 33 and 34 dates
TRANSSC 33:14-18 Nov.  TRANSSC 34: June 2017, final date to be determined.

5.0 INTERATIONS WITH IAG, IAEA SAFETY COMMITTEES AND SECRETARIAT

5.1 Inter-Agency Group (IAG) Meeting (13 June 2016)
Mr Bajwa (Secretariat) provided a brief summary of the discussions that occurred during the Inter Agency Group meeting that occurred on 13 June, 2016.

5.2 PATRAM
Mr Hirose (Japan) provided a presentation on the upcoming PATRAM2016 conference held in September in Kobe, Japan and encourages participation from the TRANSSC members.

5.3 Transportable Reactors
Mr Whittingham (IAEA) pointed to papers INF 21 and 22 on the INPRO consideration of transportable reactors, and that this could potentially be an item of interest for future TRANSSC consideration.
Mr Kirchnawy (Austria) offered that there are already nuclear powered ships in operation that are exempted from IMDG code, and that this is an issue that should be followed by TRANSSC.

5.4 TFWG Survey of Industry on Shipments of Class 7 Goods

Mr Gorlin (WNA) provided a presentation of the results of a recent transport survey conducted by the Transport Facilitation Working Group (TFWG).

Mr Brennan (IATA) added a comment that he is not aware of problems with airports related to denial of shipment.

6.0 REVIEW OF DRAFT MEETING REPORT

6.1 Review of Draft TRANSSC 32 Meeting report

Mr Hinrichsen, provided a brief overview of the draft meeting report. A number of corrections were identified as requiring attention. Mr Hinrichsen proposed that TRANSSC would not be asked to accept the draft Report but that the corrections would be made and posted to the TRANSSC website.

7.0 AGENDA FOR TRANSSC 33

7.1 Items of interest for TRANSSC 33

TRANSSC ACTION 32-5: TRANSSC members to bring to the attention of the Secretariat, items for the Agenda of TRANSSC 33.

8. CLOSE OF MEETING

8.1 Closing Remarks

8.1.2 Closing remarks by Mr John Wheatley, on behalf of the Director of NSRW

8.1.3 Closing remarks by TRANSSC Chair

Mr Hinrichsen thanked TRANSSC for their active and valuable contribution to the Meeting. He also thanked the representatives from Canada, who had taken part in the Meeting via an internet link, despite the early hours required on their part.

It was understandable that some TRANSSC members could not attend, due to long travel times not being supportive of attendance at such a short meeting. However this was understood and accepted.

8.1.4 Closing remarks by Mr Steve Whittingham Head Transport Safety Unit

DATE FOR TRANSSC 33: 14-18 November 2016