There are two occasions when changes to a published SSR-6 can be accommodated outside the formal review / revision process, namely:

1. **Correction of errors in published SSR-6**

   Errors in a published edition of SSR-6 would be addressed by issuing a corrigendum document.

2. **Changes in revision status of the international standards referenced**

   The adoption of changes to the revision status of international standards referenced in SSR-6 remains a responsibility for each Member States. A proposal that consists of TRANSSC formally reviewing and accepting, or not accepting, the revised standard in the scope of SSR-6 has been elaborated separately in TRANSSC 39, Agenda item 6.10.5, TRANSSC Action 38.5.

The third occasion to revise SSR-6 is when changes are considered necessary outside of the routine cycle of the formal review / revision process. An example of this would be the completion of work by a Member State or TTEG that identifies an important and urgent need to modify some of the SSR-6 requirements. Such events would trigger a formal review / revision process.

3. **Amending, adding and/or deleting specific paragraphs**

   These changes would be by ‘Amendment, the revision process used to develop SSR-6 (Rev.1) which is described in the Preface as follows:

   ‘This publication is a revision of IAEA Safety Standards Series No. SSR-6, Regulations for the Safe Transport of Radioactive Material, 2012 Edition. The revision was undertaken by amending, adding and/or deleting specific paragraphs. …

   The preface also describes the numbering system for the changed paragraphs, the addition of SCO-III to UN2913, the inclusion of 6 additional radionuclides in Table 2 and the IAEA contact point for a table of all changes made in the SSR-6 (Rev.1) 2018 Edition.

   It is intended for future revisions to continue by ‘Amendment’ in recognition of the importance of maintaining the structure and paragraph numbers whenever possible to facilitate the process of adopting the revised SSR-6 into the Model Regulations and the national land transport regulations (road and rail) in Member States.

   If an urgent need to revise SSR-6 is identified in the future then the SPESS process would still be required, however the process steps would be expedited to minimise the overall process timeframe. Consequently, TRANSSC could liaise with IMO and ICAO, indeed their representatives would be involved in the process here in TRANSSC, but formal notification of amended text for their adoption can only take place after formal approval by the IAEA Board at SPESS Step 13.