REGULATORY PROPOSALS ON:

The requirements of the Regulations for the Safe Transport of Radioactive Material, 2018 Edition, for freight containers used as packaging.

Transmitted by the FCWG, for TRANSSC Information and Approval

Introduction

1. Following requests by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), the Freight Container Working Group (FCWG) was created under the TRANSSC Technical Expert Group – Operational Matters (TTEG-OM). The FCWG was tasked to provide regulatory interpretations and develop regulatory change proposals, where warranted, to address issues raised by the ICAO and IMO in regard to the transportation of freight containers used as packaging.

2. This paper presents four complementary proposed changes to the regulations to address the issues raised by the ICAO and IMO in regards to the transportation of freight containers used as packaging. The proposed responses on the interpretations of the current Regulations, which are the result of the FCWG deliberations, are presented in a separate paper at TRANSSC 40.

3. The summary of the FCWG discussions and the supporting rationale are available in a separate report (TTEG-OM-TR001) for further reference.

4. TRANSSC is kindly requested to comment on these complementary proposals, from which proposal 3 offers two options, that are presented for approval/modification/rejection during TRANSSC 40. A comment resolution table has been created by the FCWG for this purpose.
5. Following the decision of TRANSSC, approved proposals will be forwarded to the Secretariat for adoption during the next review cycle of the Regulations and further work might be undertaken accordingly.

Proposals

6. Proposal 1: excepting freight containers from para. 526 (addressing FCWG-02 and FCWG-04 of the report)

To resolve the apparent conflict of para.526 of the Regulations, the maximum allowable TI value of 10 for packages and overpacks should except freight containers used as packaging. The FCWG proposes the following text change to eliminate the conflict:

526. Except for consignment under exclusive use and freight containers used as packaging, the TI of any package or overpack shall not exceed 10, nor shall the CSI of any package or overpack exceed 50. For freight containers used as packaging, see Table 10.

7. Proposal 2: simplifying implementation and enforcement (addressing FCWG-02 and FCWG-04 of the report)

To clarify the Regulations and reduce the regulatory burden generated by the double assessment of the transport index limit - multiplication factor combination, it is proposed to explicitly submit freight containers used as packaging to the combination for freight containers in all cases. To achieve this goal, it is proposed to amend the related paragraphs as follow:

523(b) For tanks, freight containers, freight containers used as packaging and unpackaged LSA-I, SCO-I and SCO-III, the value determined in step (a) shall be multiplied by the appropriate factor from Table 7.

TABLE 7. MULTIPLICATION FACTORS FOR TANKS, FREIGHT CONTAINERS, FREIGHT CONTAINERS USED AS PACKAGING, AND UNPACKAGED LSA-I, SCO-I AND SCO-III

Table 10. TRANSPORT INDEX LIMITS FOR FREIGHT CONTAINERS (INCLUDING, FOR THE PURPOSES OF THIS TABLE, FREIGHT CONTAINERS USED AS PACKAGING) AND CONVEYANCES NOT UNDER EXCLUSIVE USE

Amend the List of Tables accordingly (page xviii)

8. Proposal 3: amend the definition for freight container (addressing Note 1 of section 2.1.2(e)(1) of the report)

Members of the FCWG are concerned about the current definition of freight container in the Regulations for the Safe Transport of Radioactive Material (SSR-6), 2018 Edition, which could include any transport box designed to be lifted and secured. To solve this issue, two distinct proposals are submitted to TRANSSC in order to restrict the definition of freight container to those complying with the CSC:
1) Align the definition of para. 223 to the UN Recommendations on the Transport of Dangerous Goods, 21st Edition, as follows:

“223. Freight container shall mean an article of transport equipment that is of a permanent character and is accordingly strong enough to be suitable for repeated use; specially designed to facilitate the transport of goods by one or other modes of transport without intermediate reloading, designed to be secured and/or readily handled, and having fittings for these purposes, and approved in accordance with the International Convention for Safe Containers (CSC), 1972, as amended. The term freight container does not include the vehicle nor packaging. However a freight container that is carried on a chassis is included. Under certain conditions, freight containers may be used as packaging.

A small freight container shall mean a freight container that has an internal volume of not more than 3 m$^3$. A large freight container shall mean a freight container that has an internal volume of more than 3 m$^3$.”

2) Align the definition of para. 223 to the UN Recommendations on the Transport of Dangerous Goods, 21st Edition, and add further details on the CSC compliance requirement, as follows:

“223. Freight container shall mean an article of transport equipment that is of a permanent character and is accordingly strong enough to be suitable for repeated use; specially designed to facilitate the transport of goods by one or other modes of transport without intermediate reloading, designed to be secured and/or readily handled, and having fitting for these purposes, and designed, constructed, tested and maintained in accordance with the International Convention for Safe Containers (CSC), 1972, as amended. The term freight container does not include the vehicle nor packaging. However a freight container that is carried on a chassis is included. Under certain conditions, freight containers may be used as packaging.

A small freight container shall mean a freight container that has an internal volume of not more than 3 m$^3$. A large freight container shall mean a freight container that has an internal volume of more than 3 m$^3$.”

9. Proposal 4: apparent TI limit rationale discrepancy in Table 10 (addressing Note 2 of section 2.1.2(e)(2) of the report)

The FCWG raised questions regarding why packages, overpacks and small freight containers have a TI limit for total sea-going vessel where large freight containers have none (SSR-6, Table 10). As the FCWG believes that proper safety measures should be ensured by the radiation protection programme, it is proposed to remove the TI limit for packages, overpacks and small freight containers regarding total sea-going vessels, in Table 10 of the SSR-6 (under (ii)).