

Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

Sub-Committee of Experts on the Transport of Dangerous Goods

22 November 2011

Fortieth session

Geneva, 28 November – 7 December 2011

Item 6 of the provisional agenda

Cooperation with the International Atomic Energy Agency

Revision of the IAEA Safety Regulations (TS-R-1)

Transmitted by the International Atomic Energy Agency (IAEA)

Progress of revision of IAEA Transport Regulations

1. The new revision cycle of Regulations for the Safe Transport of Radioactive Material (TS-R-1) started in 2009. After two years of intensive work, the final draft was endorsed by its 30th meeting of the IAEA Commission of Safety Standard in Nov. 2011. The technical revision of this document is completed. Around 80 paragraphs were changed significantly or in wording, excluding editorial changes.
2. The next step will be approval by the Board of Governor of IAEA in March 2012. The publication of the new edition of the Regulations will be expected in July 2012.
3. The final draft and the table of changes for this new edition are reproduced in addenda 1 and 2 to this document.

Recommendation on classification of UF₆ < 100 g by TRANSC 23

4. TRANSSC 23rd in Oct. 2011 discussed the proposal (ST/SG/AC.10/C.3/2011/46) to UN about the new UN number for transport of UF₆ < 100g. The meeting expressed their concerns about the classification of UF₆ < 100 g as Class 8, as described under “Alternative proposal” in the proposal paper to the UN.
5. TRANSSC recognizes that UF₆ has other hazards than radiation and has concluded that Class 7 should apply for all quantities of UF₆, including small quantities less than 100 g in excepted packages.
6. This request can be considered as an exception to the current principle for excepted packages, where other hazards take precedence, resulting in requirements for transport documents, proper shipping name and labelling. The current UN numbers for excepted packages should not be used for UF₆.
7. In the proposal for a new UN number in Class 7 the requirements related to the other hazards are identified through the new UN number in the dangerous goods list. For that reason, additional requirements applicable to subsidiary risk, as would be required by UNOB, have been included in the proposal for classification as Class 7.

8. TRANSSC 23 strongly recommended that the classification of $\text{UF}_6 < 100 \text{ g}$ should be Class 7. Following that recommendation, the IAEA withdraws the alternative Class 8 option suggested in the proposal paper mentioned above.
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