



# ONR Transport Competent Authority Newsletter

## Sept 2021

### Introduction

Welcome to the second newsletter from our Transport Competent Authority (TCA).

The TCA is the competent authority, under the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (CDG), for the movement of Class 7 (Radioactive) material by road, rail and inland waterways within Great Britain. It also provides support to the other UK competent authorities with respect to Sea, Air and transport in Northern Ireland. ONR is also the enforcing authority for the Ionising Radiation Regulations 2017 with regards to transport.

This newsletter aims to provide a regular update to all duty holders, with information relevant to the transport of radioactive material within the UK.

The TCA provides generic guidance and support on how duty holders can comply with the legal requirements via our [website](#) and stakeholder events, this newsletter is part of that approach.

For advice on specific transport activities, duty holders should consult their Radiation Protection Advisor and/or Dangerous Goods Safety Advisor (DGSA).

### Inspections and compliance activity

We undertake a programme of planned compliance inspections on duty holders that have transport responsibilities. We have recently started increasing the number of physical inspections at dutyholder locations as the Covid-19 restrictions have been relaxed. All our inspectors are tested prior to a physical inspection and will follow any appropriate restrictions duty holders may still have in place.

However, we do intend to continue using the remote inspection method where appropriate.

During our inspections in the previous period we have noted the following issue:

- ADR licence renewal: The multilateral agreements for ADR licence extensions due to Covid-19 expired in February 2021. ONR Inspection findings have revealed duty holders who have not renewed their ADR licences believing that the restrictions in place due to Covid-19 were a suitable excuse, this is not the case. ADR licences must be up to date if required to transport Class 7 material.

## Incidents and operational experience

We are informed of transport incidents via our INF1 reporting process; these, along with previously reported incidents, are reviewed on a regular basis. The following trends have been identified:

- Vehicle brake/tyre failures.

We have been informed of a number of incidents where failures of brakes or tyres have occurred during transport. Although not always directly impacting the safety of the package, failure of safety critical systems on a vehicle cause knock on impacts to other road users and place the vehicle/load and driver in a potentially unsafe condition.

Aspects of the incident response, for example recovery time and emergency service interactions, should be reviewed and processes updated to take account of any learning.

- Damage to packages in transit

Two similar incidents relating to damage to a Type A package were reported in the previous period. Any damage to packages during carriage should be reported to us and a full review of the cause is expected. In these cases although the damage was similar in nature the root cause was found to be different –both instance resulted in updated training and guidance to packer/loaders.

Incidents should be reported using the process identified on the [Notify ONR - Contact us](#) page.

We are updating our incident recording system, as such we remind duty holders that we require the details of consignor, carrier and consignee (where applicable) in incident reports. We also may ask for further details of any packages involved – e.g. UN number, radioisotope and activity.

## Changes to regulations and ONR guidance

We have re-issued the guidance on when a DGSA should be appointed and the contents/structure of a DGSA annual report. It can be found at [Dangerous Goods Safety Advisers Annual Report \(onr.org.uk\)](#)

## Vehicle Registration Identification (VRI) code

There have been a number of news articles about the changes to the VRI for the United Kingdom (from GB to UK). The Department for Transport have confirmed to us that this change will not impact the VRI code used for dangerous goods at this time. As such approvals issued by us will still start with “GB”.

## Package approvals and expiry

The following package approvals/validations have been granted by us, and on behalf of the other regulatory authorities:

See Annex A

The following package approvals/validations have lapsed or are due to lapse:

See Annex B

## International

As part of our international role we manage the UK's responses to updates in International Atomic Energy Agency (IAEA) documentation relating to the transport of Class 7 dangerous goods.

We publish consultations on our website - [ONR - International Atomic Energy Agency draft documents consultation](#) – in addition to discussions with industry bodies.

In June 2021 we attended the 42<sup>nd</sup> meeting of the IAEA Transport Safety Standards Committee. This was run as a remote meeting using video conferencing, the details of what was discussed are available on the IAEA website - [TRANSSC Members Area \(iaea.org\)](#) the minutes will be published by the IAEA in due course.

## Contact Us

Contact with the TCA should be through our contact email account below.

**E-mail:** [contact@onr.gov.uk](mailto:contact@onr.gov.uk)

**Website:** [ONR - Transporting radioactive material](#)

## Annex A – package certificates/validations approved in 2021

Competent Authority ID	Issue Date	Expiry date
GB/5112/B(M)F-96	25/03/2021	20/07/2025
GB/3575A/AF-96	07/04/2021	31/03/2022
GB/3575A/AF-96T	07/04/2021	31/03/2022
GB/3575B/AF-96	07/04/2021	31/03/2022
GB/3575B/AF-96T	07/04/2021	31/03/2022
GB/3575C/AF-96T	07/04/2021	31/03/2022
GB/3575C/AF-96	07/04/2021	31/03/2022
GB/5129/B(U)F-96	15/04/2021	31/12/2021
GB/5124/AF-96 (Rev 0)	08/06/2021	31/03/2025
USA/9296/B(U)-96	15/06/2021	31/05/2026
GB/5128/BU)F-96	16/06/2021	30/11/2023
GB/2773D/B(U)-96	04/08/2021	31/07/2026

## Annex B – Package certificates/validations expired or due to expire in 2021

Competent Authority ID	Expiry Date
USA/9035/B(U)-96	31/01/2021
GB/292/S-96	28/02/2021
GB/2942A/B(M)F-96	30/04/2021
GB/2942A 01/B(M)F-96T	30/04/2021
GB/2943A/B(M)F-96	30/04/2021
GB/2943A 01/B(M)F-96T	30/04/2021
GB/3518A/AF-85	31/05/2021
GB/3939A/B(U)-96	30/06/2021
GB/2835A/B(U)-96	31/07/2021
GB/3358W/B(M)F-96	30/09/2021
GB/3981A/B(U)-96	31/10/2021
GB/2917A/B(U)-96	20/12/2021
GB/2767B/B(U)-96	31/12/2021
GB/3516B/AF-96	31/12/2021
GB/5108A/IF-96	31/12/2021
GB/5108A/AF-96	31/12/2021
GB/5129/B(U)F-96	31/12/2021
F/381/AF-96 (1)	31/12/2021