Overview of Regional Networks for Transport Safety

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Department of Nuclear Safety and Security
International Atomic Energy Agency
Transport of RAM at IAEA

- **Core mandate for Transport Safety Unit of IAEA**
  - TRANSSC
  - Assist MS in implementing legislation

- **Future directions of activities**
  - Development of regional networks
  - Training tailored to needs of CAs
Why networks

- **Transboundary activity**
  - For transport: mined, processed, used in different countries, radiopharmaceuticals, industrial sources
  - Use of packages: design, manufacture, approval, use in different countries

- **Increased use:**
  - In EU: a third of Nuclear Medicine procedures compared to USA
  - In Asia from 2008 to 2010 increased x5 fold
  - In Eastern Europe and Northern Asia for Positron Emission Tomography (PET) increased x20 fold
Why networks

- Shortage of staff and resources in Regulatory Bodies

- Increase regulatory infrastructure
  - regulator oversight capacity

- Many Member States cannot provide the necessary regulator oversight alone
Overview

• The **General Conference** of the IAEA instructed the IAEA’s Secretariat to encourage and promote the creation of regional networks

• Several of these networks are currently being put in place, notably in Africa, Mediterranean, Asia, the Pacific Islands, the Caribbean, and the Americas

• An existing network, the European Association of Competent Authorities, which was formed in 2008 brings together the CAs of the European Union
Objectives

• Co-operation, on a regional and trading partner basis, between Competent Authorities of participating MS towards a coherent (harmonised) interpretation and implementation of the transport regulatory requirements for radioactive material

• Develop and exchange common practices/documents to achieve a safe, effective and sustainable regulatory infrastructure for the transport of radioactive material

• Any other activities that MS wish to undertake (for example common Emergency Exercises or common inspection activities)

• Interface with other regional networks
Existing Networks

**African Network**

**Mediterranean Network**
EUROPE: Albania, Bosnia-Herzegovina, Croatia, FYROM, Greece, Malta, Montenegro, Portugal, Serbia, Slovenia, Turkey
ASIA: Jordan, Lebanon, Syria
AFRICA: Algeria, Egypt, Morocco, Tunisia

**Asian Network**

Website: [https://gnssn.iaea.org/Pages/TransportNetworks.aspx](https://gnssn.iaea.org/Pages/TransportNetworks.aspx)
Existing Networks

Pacific Islands
Fiji, Marshall Islands, Papua New Guinea, New Zealand, Palau, Tonga, Vanuatu Non-member states: Cook Islands, Solomon Islands, Kiribati, Tuvalu

Caribbean Region
Member, non-member States and Territories

Americas
North America, South and Latin America

Website: https://gnssn.iaea.org/Pages/TransportNetworks.aspx
Examples of Existing Networks

• In the European Union
  EACA: European Association of Competent Authorities
  Nearly all CAs of EU member states plus Norway and Switzerland (23 members)

• In Africa- Middle East region
  ANNuR: Arab Network of Nuclear Regulators
  FNRBA: Forum of Nuclear Regulatory Bodies in Africa

• Russia and the former Soviet Republics
  Commonwealth of Independent States*

*Transport network currently under development
Opportunities for Collaboration on Transport

Existing networks could help in fostering the RAM networks:

• Caribbean Community (CARICOM) [http://www.caricom.org/]
  Organization of Caribbean nations

• Pacific Island Forum [http://www.forumsec.org/]
  Organization of Independent Countries in the Pacific Ocean

• Common Market of the South (Mercosur) [http://www.mercosur.int/]
  Composed of: Argentina; Brazil; Paraguay; Uruguay; and Venezuela

• Union for the Mediterranean [http://ufmsecretariat.org/]
  “A multilateral partnership aiming at increasing the potential for regional integration…”
Collaborative network approach

• There are many Member States who cannot provide necessary regulatory safety oversight alone

• Regional networks provides a means to collaborate and collectively provide the appropriate regulatory oversight

• The advantage of this strategic approach is recognised in Europe – which is a mature region

• Each Member State should have the ambitions to meet the IAEA Safety Standards to a level appropriate to the needs

• Transport is an international network activity – therefore the regulatory oversight of safety can be regionally and/or trading partners based

• Requires mutual respect, confidence and trust