



60 Years

IAEA

Atoms for Peace and Development

Transport Safety Networks and the Way Forward

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Objective and why it is important

Objective

To improve transport safety regulator oversight capacity by developing regional networks of transport safety regulators

Why is it important?

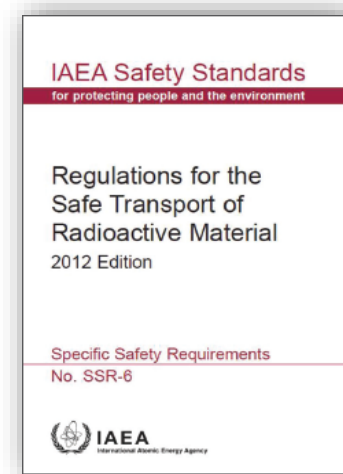
Radioactive material is transport to, from, within and through all Member States

The 'facility' for transport is the public domain and is considered as an uncontrolled environment in comparison to a facility

Scope

GSR Part 1 (Rev. 1) 2016

- *Responsibilities and functions of the Government:
Requirements 1 – 14*
- *Responsibilities and functions of the Regulatory Body:
Requirements 15 - 36*



Regional Networks

Three regional programmes were set up:

- Africa (RAF 9060 ongoing)
- Asia and Pacific (RAS 9067 ended in 2016)
- Mediterranean region (EC funded project ended in 2017 – New project has been approved by TC)

There is no transport safety regional project for Latin America

- Transport safety has featured in regional meetings and workshops

Regional Networks

African Network (34)

Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Central African Republic Chad, Côte d'Ivoire, Democratic Republic of Congo, Egypt, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Malawi, Mali, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Seychelles, Senegal, Sierra Leone, South Africa, Sudan, Tanzania, Tunisia, Uganda, Zambia, Zimbabwe

Regional Networks

Asian Network (26)

Afghanistan, Bahrain, Bangladesh, Cambodia, China, Indonesia, Islamic Republic of Iran, Iraq, Jordan, Kuwait, Lao P.D.R., Lebanon, Malaysia, Mongolia, Myanmar, Nepal, Oman, Pakistan, Philippines, Qatar, Sri Lanka, Syrian Arab Republic, Thailand, T.T.U.T.J of T. Palestinian A., Vietnam, Yemen

Pacific Islands (11)

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

Regional Networks

Mediterranean Network [MedNet] (18)

EUROPE: Albania, Bosnia-Herzegovina, Croatia, FYROM, Greece, Malta, Montenegro, Portugal, Serbia, Slovenia, Turkey

ASIA: Jordan, Lebanon, Syrian Arab Republic

AFRICA: Algeria, Egypt, Morocco, Tunisia

Latin America (18)

Bolivia, Brazil, Chile, Columbia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Republica Dominicana, Uruguay, Venezuela

Regional approach

Regional networks for transport safety regulators is intended to provide:

- Confidence
- Peer pressure to build a momentum to implementation
- Collaboration of resources / sharing information
- Facilitates sustainability

In each region there are Member States that have maturing regulatory infrastructures with some specific areas for improvement

Regional approach

The tactic used is to provide a practical approach:

- Compliance inspections
- Marking and labelling of packages, documentation
- Import, export controls
- Development of regional guide for inspections
- Drafting school for developing transport safety regulations is an allied programme of work

4 Phase regional approach

Phase 1

Begin the task of developing collaborative regional network

Phase 2

Deploy eLearning platform for transport safety

Phase 3

Create sub-regions and regional support centres

Phase 4

Develops regional ambition

Regional approach – Phase 2

Phase 2

To deploy the eLearning platform for transport safety

- Scheduled to be piloted and then launched before the end of 2018
- Target audience will be transport safety regulators and industry

Regional approach – Phase 3

Phase 3

Creation of sub-regions and regional support centres

- Sub-regions are necessary due to the vast geographical areas
- Sub-regions will consist of neighbouring Member States and trading partners
- Collaboration of regulator oversight capacity will facilitate implementation and early progress

Regional approach – Phase 4

Phase 4

The regional ambition would benefit from having:

- A developed eLearning platform and an associated classroom element
- More informed delegates attending regional and national meetings, part or full completion of the eLearning programme would be a prerequisite
- A sub-regional centre that manages the development of the sub-region with joint work programmes, document development, harmonised approaches to regulator activities, etc; aligned to IAEA Safety documentation
- Measurable performance indicators
- More visible Member State accountability for their development
- Further development needs driven more by the Member States involved

The importance of GNSSN Platform

Effective networks require effective collaboration

Two of the mutually dependant elements necessary to develop effective collaboration are, identity and effective communication

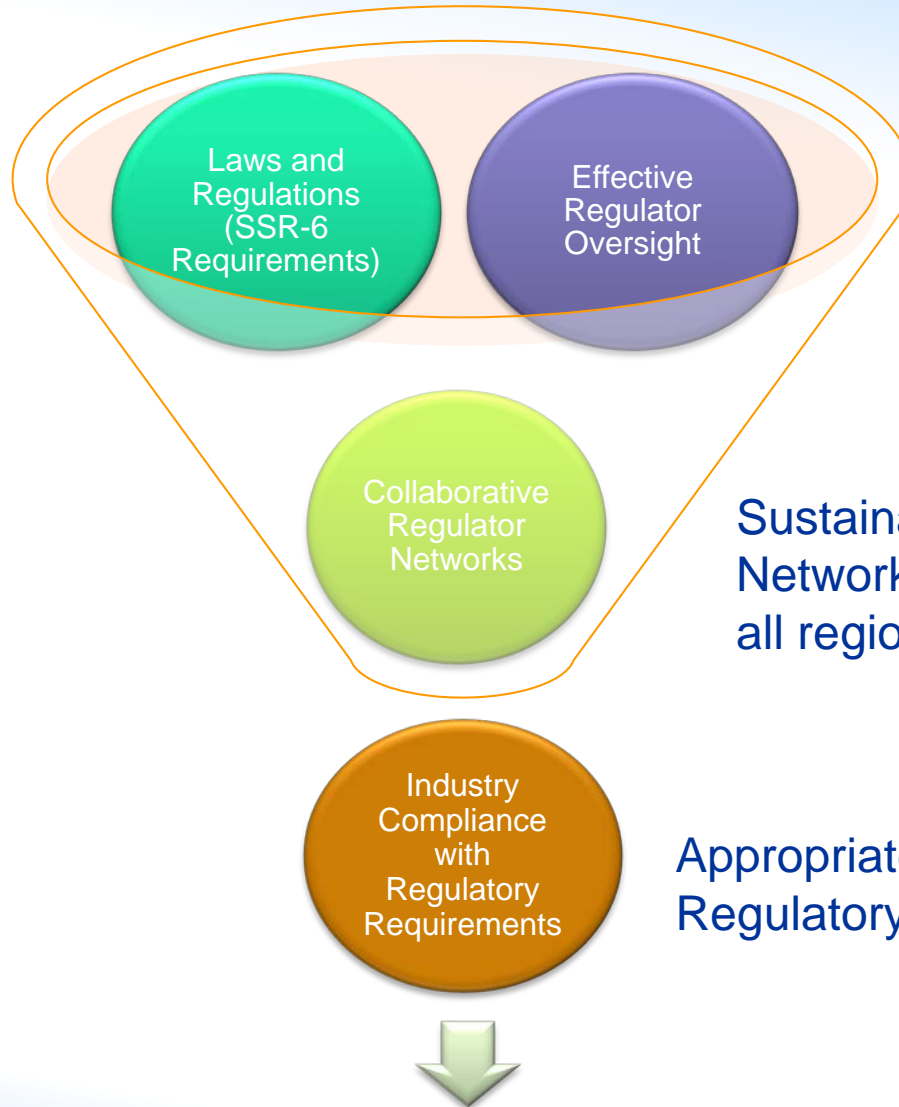
To develop an identity and effective communication requires a communication / collaboration platform

GNSSN provides that platform

What GNSSN can provide

- An identity to a group/network
- A resource that some Member States do not have
- A platform within which the development of collaboration can grow
 - Within a region
 - Between regions
 - Between regulators of trading Member States
- A resource of Agency support – documents, training resources, safety documents – an information resource
- Provide a visible indicator of the relationship between a MS and Agency

Agency Drafting
Schools for
Regulations



E-Learning
Platform (2018)

Sustainable Regulator
Networks in place in
all regions

Appropriate level of
Regulatory Body oversight

Safe Transport of Radioactive Material



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Thank you!

