

Global
Material
Security



Facilitated Panel Discussion –
Operators
SARTT

Office of Global Material Security

U.S. Department of Energy
National Nuclear Security
Administration



It's safe to say that the majority of nuclear and radioactive material shipments originate at an operator's facility and many times is the receiver of Class 7 shipments.

Facility operators, by default, are tasked with the coordination, planning and implementation of the transport process.

– Question:

- Within your respective countries, what types of Class 7 do you ship and at what frequency over a one-year period?



The regulatory body is recognized as the competent authority and as the agency of record for radiological and nuclear decisions having functional infrastructure to respond to areas of concern regarding a State's radiological and nuclear programs.

As the operator and shipper of Class 7 you meet all state regulatory and international organizational requirements in conducting radiological shipments.

– Questions:

- As an operator how do you view your relationship with your regulatory body? Approachable? Open and honest discussions?
- Do you have access to the regulatory body when questions arise regarding licensing, permitting, security planning or other matters needing clarification?



As the shipper of Class 7 material you are probably required to prepare shipment and security plans either on your own, or possibly in conjunction with the carrier. On Day 1 of this workshop we briefly discussed an important part of this process *“Planning for something that hasn’t happened yet,”* or better defined as a Contingency Plan.

– Questions:

- As the shipper how do you address contingency planning? Is this a written document? Or through an agreement?
- Do you address recovery from an accident, medical emergency, or other delays that may occur (Non-tactical response)?
- How do you respond to a malevolent act or threat against your shipment (Tactical response)?

Pre-Shipment Planning



As the operator and shipper you are typically tasked with the overall coordination for your shipments. This may entail coordination with the regulatory body, carrier companies, the receiving facility, port assessments, law enforcement and customs and even inspecting the cargo vehicle.

– Questions:

- What is the normal lead time to prepare for a shipment of radiological material?
- Within your facility do you have standard operating procedures to accomplish the pre-shipment planning?
- If you use sub-contractors such as carriers or freight forwarders, have they been vetted or inspected for regulatory compliance?
- Can you share ideas that would streamline this process?