

4731.8120 PHYSICAL PROTECTION OF CATEGORY 1 AND CATEGORY 2 QUANTITIES OF RADIOACTIVE MATERIAL DURING SHIPMENT.

Subpart 1. Shipments by road.

A. Each licensee who transports, or delivers to a carrier for transport, in a single shipment, a category 1 quantity of radioactive material, must:

(1) ensure that movement control centers are established that maintain position information from a remote location. These control centers must monitor shipments 24 hours a day, seven days a week, and have the ability to communicate immediately, in an emergency, with the appropriate law enforcement agencies;

(2) ensure that redundant communications are established that allow the transport to contact the escort vehicle when used and movement control center at all times. Redundant communications may not be subject to the same interference factors as the primary communication;

(3) ensure that shipments are continuously and actively monitored by a telemetric position monitoring system or an alternative tracking system reporting to a movement control center. A movement control center must provide positive confirmation of the location, status, and control over the shipment. The movement control center must be prepared to promptly implement preplanned procedures in response to deviations from the authorized route or a notification of actual, attempted, or suspicious activities related to the theft, loss, or diversion of a shipment. These procedures shall include, but not be limited to, the identification of and contact information for the appropriate LLEA along the shipment route;

(4) provide an individual to accompany the driver for those highway shipments with a driving time period greater than the maximum number of allowable hours of service in a 24-hour duty day as established by the Department of Transportation Federal Motor Carrier Safety Administration. The accompanying individual may be another driver;

(5) develop written normal and contingency procedures to address:

(a) notifications to the communication center and law enforcement agencies;

(b) communication protocols that must include a strategy for the use of authentication codes and duress codes and provisions for refueling or other stops, detours, and locations where communication is expected to be temporarily lost;

(c) loss of communications; and

(d) responses to an actual or attempted theft or diversion of a shipment;

and

(6) each licensee who makes arrangements for the shipment of category 1 quantities of radioactive material must ensure that drivers, accompanying personnel, and movement control center personnel have access to the normal and contingency procedures.

B. Each licensee who transports category 2 quantities of radioactive material must maintain constant control and/or surveillance during transit and have the capability for immediate communication to summon appropriate response or assistance.

C. Each licensee who delivers to a carrier for transport, in a single shipment, a category 2 quantity of radioactive material must:

(1) use carriers who have established package tracking systems. An established package tracking system is a documented, proven, and reliable system routinely used to transport objects of value. In order for a package tracking system to maintain constant control and/or surveillance, the package tracking system must allow the shipper or transporter to identify when and where the package was last and when it should arrive at the next point of control;

(2) use carriers who maintain constant control and/or surveillance during transit and have the capability for immediate communication to summon appropriate response or assistance; and

(3) use carriers who have established tracking systems that require an authorized signature prior to releasing the package for delivery or return.

Subp. 2. Shipments by rail.

A. Each licensee who transports, or delivers to a carrier for transport, in a single shipment a category 1 quantity of radioactive material must:

(1) ensure that rail shipments are monitored by a telemetric position monitoring system or an alternative tracking system reporting to the licensee, third-party, or railroad communications center. The communications center must provide positive confirmation of the location of the shipment and its status. The communications center must implement preplanned procedures in response to deviations from the authorized route or to a notification of actual, attempted, or suspicious activities related to the theft or diversion of a shipment. These procedures shall include, but not be limited to, the identification of and contact information for the appropriate LLEA along the shipment route; and

(2) ensure that periodic reports to the communications center are made at preset intervals.

B. Each licensee who transports, or delivers to a carrier for transport, in a single shipment a category 2 quantity of radioactive material must:

(1) use carriers who have established package tracking systems. An established package tracking system is a documented, proven, and reliable system routinely used to transport objects of value. In order for a package tracking system to maintain constant control and/or surveillance, the package tracking system must allow the shipper or transporter to identify when and where the package was last and when it should arrive at the next point of control;

(2) use carriers who maintain constant control and/or surveillance during transit and have the capability for immediate communication to summon appropriate response or assistance; and

(3) use carriers who have established tracking systems that require an authorized signature prior to releasing the package for delivery or return.

Subp. 3. **Investigations.** Each licensee who makes arrangements for the shipment of category 1 quantities of radioactive material must immediately conduct an investigation upon the discovery that a category 1 shipment is lost or missing. Each licensee who makes arrangements for the shipment of category 2 quantities of radioactive material must immediately conduct an investigation, in coordination with the receiving licensee, of any shipment that has not arrived by the designated no-later-than arrival time.

Statutory Authority: *MS s 144.1201; 144.1202; 144.1203; 144.1204; 144.1205*

History: *40 SR 145*

Published Electronically: *August 27, 2015*