

• Transport of nuclear and other radioactive material: practices, challenges and regulatory issues

summary

I. INTRODUCTION

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The subject may hold our attention for several reasons; indeed :

-In economic terms, the Transport of Dangerous Goods sector is of interest to several stakeholders: packers; shippers; chargers; carriers; unloaders;

Thus, these goods allow us to feed to do x-rays and chemotherapy including tests in oil environment, ect ..

. - in practical terms, the need for this type of transport is well established; however, risks must also be controlled because of their dangerousness.

Since safety is everybody's business, the public authorities propose for their part:

- to review the legal framework of this sector of activity in order to align it with the international context;
- to raise the awareness of the actors involved in this sector;
- to reinforce the reaction capacities of the competent services in the face of the related accidents, all the more so since, in view of the statistics of transport accidents available throughout the world, we have most of the accidentology in the transport of Dangerous substances with consequences for the population and the environment.

I will present the various Gabonese standards that govern the Transport of Nuclear and Radioactive Hazardous Materials, is anchored to that of the European Norms.

Gabon Law number 17/2013, fixed the regime of Safety , Security nuclear and radioactive, it states that, there is an authority at the head of the Agency. It issues all transport licenses from Radioactive and Nuclear sources.

Transport conditions are checked by operators through safety and security checks.

-the sender;

Ensures the packaging of sources and it must be homologated to the SGH (General Harmonized System) standard

He does the Labeling

It puts the General Harmonized System Pictogram sources the symbol of the danger code

On this packaging it puts the name of the source, as well as the quantity and weight of the source.

He does the packing

He contacts the shipper, the carrier and the consignee and sends them all the information.

He must obtain the authorization of the head of the Radioactive and Nuclear Regulatory Agency

The carrier Must have source transportation protocol

He checks the packaging

Check the number of packages

Check that the safety sheet is full

Check the recipient's address

Check that the recipient is waiting for the package

The approval of the head of the Radioactive and Nuclear Regulatory Agency

Driver trained in the transport and recovery of Radioactive and Nuclear sources

The driver has a driver's license and his authorization to drive the vehicle of Transport of the sources

Check the condition of the vehicle

There must be source signage documents

Have the category of sources to transport: If category 1 and 2, it will take a police or gendarmerie escort Certificate of registration

Certificate of the technical visit

Insurance

Check the bill of lading, the number of packages,

the nature of the product,
the unique UN number ie the CAS or the trade name plus the nomenclature.
Checks Precautions, Shipper / Sender Manufacturer's Call Numbers,
Emergency Locator Numbers to Cross,
Permit to Move and Transport Product
The Vehicle must be homologated and have an approval compatible with the transported product

It must have the UN Pictogram on the back and on the sides

He must also have the documents of transport of dangerous materials, the safety cards in the truck (phone number of the person in charge of the sending company to seize in the event of an accident)

There must be a document that shows the nomenclature of the dangerous goods being transported, the maximum speed, the safety instructions and the instructions for driving, driving and schedules

The carrier is assisted by a security advisor and a commissionaire

The carrier must ensure that there is in his vehicles, the safety equipment

The Extinguisher

The holds

Cones or Triangle

The Lot of Edge

Personal protective equipment

-The charger

Train the loader using the loader

Have the protocol of loading loaders

Have chargers approved by the UN

Have a Transport Document for the transport of dangerous goods

Know the number of packages

Have a driver's license as a loader

Have the Training Certificate

The machine in charge must have the UN number

The receiver

This is where there is unloading

He must follow the Unloading Protocol

It has the same instructions as the charger

He is assisted by a security advisor and a commissionaire

It must have sufficient storage depots to store the product during unloading,

All safety barriers must be operational

For safety:

Safety plans are required for certain products and substances

In the event of an accident, report to the facility classified to the environment, to the police, gendarmerie and customs; put a signage; alert the rescue quickly

State

Gabon

Gender

Male

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