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| ONR Guidance Document  Incident Notification Guidance for Transport of Radioactive Material |



ONR Guidance Document

Incident Notification Guidance for Transport of Radioactive Material

**Process Owner**: Technical Division Director

**Authored by**: Nuclear Safety Inspector

**Reviewed by**: Principal Nuclear Safety Inspector

**Approved by**: ONR Transport Competent Authority

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Revision commentary

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| Issue No. | Description of Update(s) |
| 1 | New document. |
| 1.1 | Minor editorial updates and clarification of timescales in Appendix A. |
| 1.2 | Review date extended to July 2024 |
| 1.3 | Minor update to the definitions |

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# Purpose and Scope

## Purpose

This document provides Radioactive Materials Transport dutyholders guidance to promote consistent and transparent incidents notification. This will allow these dutyholders to implement ONR’s incident notification process (Ref. [1]) within their management systems arrangements or equivalent.

This guidance covers transport of radioactive material by modes of transport for which ONR is the competent authority. It supports dutyholders’ compliance with the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (CDG 2009) (Ref. [2]) and the Nuclear Installations Act (NIA) 1965 (Ref. [3]).

It provides greater depth of ONR’s expectations of the threshold and criteria for notifying an incident.

## Scope

This guidance applies to notifiable incidents associated with transport of radioactive material that ONR is the competent authority. These are incidents occurring during transport in Great Britain (GB) by road, rail and inland waterways as defined by Regulation 25 in CDG 2009.

**Note**: The UK Competent Authority for the transport of radioactive material by air is the Civil Aviation Authority (CAA) and by sea is the Secretary of State for Transport (via the Maritime and Coastguard Agency (MCA)). The Competent Authority for transport by road in Northern Ireland is the Department of Agriculture, Environment and Rural Affairs (DAERA). If dutyholders are not able to contact these authorities in relation to relevant incidents, then reporting via ONR is an acceptable alternative. This is established via a [Memorandum of Understanding](https://www.onr.org.uk/agency-agreements-mou.htm), detail of which can be accessed on the [ONR website](https://www.onr.org.uk/working-with-others/agreements-with-others/).

The guidance applies to all dutyholders defined in CDG 2009 and NIA 1965 (S.22).

ONR has implemented transport of radioactive material incident categories that align with incidents in CDG 2009 (inc. ADR[[1]](#footnote-2) and RID[[2]](#footnote-3)) and the criteria of Nuclear Installations (Dangerous Occurrences) Regulations (NI(DO)R) 1965 (Ref. [4]).   
The ONR incident categories that are within the scope of this guidance are all incidents with a transport of radioactive materials category, as defined in ONR’s incident notification process.

This guidance does not include undeliverable packages as identified in ADR 7.5.11 – Additional Provisions CV33(6). Dutyholders should use the relevant incident telephone numbers to report these incidents to ONR.

## Roles and Responsibilities

Dutyholders are responsible for compliance with CDG 2009, relevant modal requirements and NIA 1965. Compliance with this guidance will support their compliance with these.

CDG 2009 and the associated modal requirements identify specific roles and responsibilities onto transport dutyholders.

The following is a summary of the primary roles and responsibilities:

* Radiation emergencies:
  + CDG 2009 Schedule 2 Part 1 para 6 places specific duties on persons with regards to reporting radiation emergencies.
* Notifiable events:
  + CDG Schedule 2 Part 2 para 13 places specific duties on persons with regards to reporting a notifiable event. In this case notifiable events are “the theft or loss of the class 7 goods”.
* Modal requirements relating to non-compliance:
  + ADR/RID para 1.7.6 places specific duties on persons with regards to reporting any non-compliance with any limit applicable to radiation level or contamination.
  + ADR/RID para 1.8.5 places specific duties on persons with regards to reporting any serious accident or incident.

NIA 1965 S.22 identifies specific reporting responsibilities for incidents occurring during carriage, NI(DO)R 1965 identifies the specific criteria for the need to report under NIA 1965. These are:

1. “an occurrence which that person has reason to believe has caused or may be likely to cause the death of, or serious injury to the health of, any person by reason of the radioactive properties of such nuclear matter”; or
2. “an occurrence involving the breaking open of any outside container in which such nuclear matter is being carried”.

ONR expects a person identifying a notifiable incident to inform and encourage the appropriate dutyholder/s to make a report. If this person is not confident that the dutyholder/s will make a report, they should consider reporting the incident directly to ONR through this process.

Where a report is required under multiple legal requirements a single report is acceptable if the same dutyholder is responsible for reporting under all requirements.

Where multiple dutyholders are required to notify ONR of an incident, a consolidated incident notification is acceptable. ONR expects dutyholders to ensure that this consolidated notification will comply with the process for notifying incidents.   
This means containing all the required information about the incident. An alternative is that each dutyholder should notify ONR of the aspects of the incident that are relevant to them.

ONR is responsible for giving guidance to dutyholders on understanding and implementing this guidance within their arrangements.

## Definitions

Table : Table of Definitions

| Term/Acronym | Description |
| --- | --- |
| ADR | Defined in CDG 2009 regulation 2 as Annexes A and B to the Agreement concerning the International Carriage of Dangerous Goods by Road, with exclusion. |
| CAA | Civil Aviation Authority |
| CDG | The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009. |
| DAERA | Department of Agriculture, Environment and Rural Affairs |
| GB | Great Britain |
| MCA | Maritime and Coastguard Agency |
| NIA | Nuclear Installations Act 1965 |
| NI(DO)R | Nuclear Installations (Dangerous Occurrences) Regulations 1965 |
| Notify or Notification | The formal communication that a dutyholder sends to ONR in accordance with the process for notifying ONR of incidents. |
| Report or Reportable | A specific requirement from CDG 2009 or NI(DO)R 1965 to notify ONR of an incident. |
| RID | Regulations concerning the International Carriage of Dangerous Goods by Rail |
| UK | United Kingdom |

# Guidance for Radioactive Materials Transport Dutyholders

## Implementing ONR’s Radioactive Materials Transport Incident Categories

ONR intends this guidance to apply consistently to all radioactive materials transport dutyholders. The criteria are not technology or facility specific. The guidance uses general terminology that is closely aligned to CDG 2009. This will allow dutyholders to use their existing CDG 2009 compliance arrangements, or management systems, to implement these incident notification criteria.

ONR’s notification criteria for radioactive materials transport incidents are defined in the notification process document and CDG 2009. These criteria are the primary definition of incidents. They are repeated in the [Appendix A](#_Appendix_A_–), along with commentary to assist the dutyholders. This commentary covers:

* Origin of the Category;
* Discussion of the types of incidents that ONR intends this category to include; and,
* Interpretation of terminology in the categories and guidance for dutyholders to implement the categories within their arrangements.

Where incidents are reportable under NIA 1965 S.22, as defined in NI(DO)R 1965 2b, they have been associated with the closest CDG 2009 reportable criteria.

To avoid being technology or facility specific, this guidance includes generic examples only. The list is not complete or definitive. Dutyholders may choose to include specific examples in their implementation arrangements that are relevant to their technologies and facilities.

Where an incident involving transport occurs on a licenced site. It may be appropriate to use a non-transport incident category to notify ONR (Ref. [5]). In these cases, the dutyholder should include the relevant TS code in the “Any other comments” field in the WIReD dutyholder portal or as a note in Section 5 of the INF1 form.

Subject to agreement with an ONR inspector, certain very minor events or classes of event could be excluded from these categories provided they are included in periodic event summary documents.

## Radioactive Materials Transport Notifications

ONR expects radioactive materials transport dutyholders to include the additional specific information in the Part A of the INF1. This information should include:

* Consignor details
  + Name, address, contact phone number and email
* Carrier details (if applicable)
  + Company name, address, contact phone number and email
  + Driver’s name
* Consignee details (if applicable
  + Name, address, contact phone number and email
* Package details, for each package type involved
  + Number of packages and UN number
  + Radioactive materials contents
    - Material/Radionuclide
    - Quantity – mass and activity
  + Package Type, certificate of approval identification mark, serial number and manufacturer or supplier details
* Incident details, including:
  + Location – as specific as possible (e.g. postcode/road names)
  + Vehicle details including registration
  + Involvement of other regulatory/emergency organisations
    - Reference numbers and contact information should be included
* Carrier reference number/waybill information or equivalent suitable to identify the package.

Dutyholders should include this additional information in the relevant “Any other comments” of the WIReD dutyholder portal or Section 5 of the INF1 form and follow the notification process detailed in ONR’s notification process.

# References

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| [1] | ONR, “ONR-RIO-PROC-002- Process for Notifying Incidents to ONR”. |
| [2] | H.M Government, “The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009,” 2009. |
| [3] | H.M Government, *Nuclear Installations Act 1965.* |
| [4] | H.M Government, *The Nuclear Installations (Dangerous Occurrences) Regulations 1965,* 1965. |
| [5] | ONR, “ONR-RIO-GD-002 - Nuclear and Radiological Safety Incidents at Nuclear Licenced Sites”. |

# Appendix A – Radioactive Materials Transport Incident Categories

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| TS01 – A radiation emergency: a situation arising during the course of the carriage of a consignment of class 7 goods that requires urgent action in order to protect workers, members of the public or the population (either partially or as a whole) from exposure;  Or,  Any occurrence during the carriage of nuclear matter, causing or likely to cause death, or serious injury to persons by reason of the radioactive properties of such nuclear matter. |
| **Timing**  Immediate  **Origin of Category** |
| Regulation 24 and Schedule 2, Part 1 of CDG 2009  Nuclear Installations (Dangerous Occurrences) Regulations 1965, 2b(i)  Ministerial Reporting Criteria for Transport events MRCT1. |
| **Discussion** |
| This category addresses radiation emergencies from CDG and specific dangerous occurrences during transport of nuclear material.  It is derived from the definition of “radiation emergency” in Schedule 2, Part 1, Para 1 of CDG and Nuclear Installations (Dangerous Occurrences) Regulations 1965 regulation 2b(i).  The term “nuclear matter” uses the definition from the Nuclear Installations Act 1965.  The timescales for reporting notifications to ONR are defined in ONR incident notifications (ONR RIO-PROC-002), Appendix A and C of "Process for Notifying Incidents”. |
| **Reporting Responsibility** |
| CDG - The carrier (or consignor on their behalf) is responsible for making a notification using this category.  NI(DO)R – The site licensee is responsible for making a notification using this category (defined by NIA 65 22(1)(b)). |
| Cont’d.  **Generic Example/s**  Radiation Emergency has occurred where the Emergency Plan has been enacted and the dutyholder has taken specific action to assist in the handling of the radiation emergency. |

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| TS02 – Theft (actual or attempted) or loss (permanent or temporarily) of the class7 goods in carriage |
| **Timing**  Immediate  **Origin of Category** |
| Regulation 24 and Schedule 2, Part 2 of CDG 2009  Ministerial Reporting Criteria for Transport events MRCT2. |
| **Discussion** |
| This category is developed from the definition of “notifiable event” in Schedule 2, Part 2, Para 13(6) of CDG.  The timescales for reporting notifications to ONR are defined in ONR incident notifications (ONR RIO-PROC-002), Appendix A and C of "Process for Notifying Incidents”. |
| **Reporting Responsibility** |
| The carrier (or consignor on their behalf) is responsible for making a notification using this category. |
| **Generic Example/s**   * Vehicle containing radioactive package is stolen even if the package was not the target of the theft – should be reported even if vehicle/package is recovered. * Customer does not receive package and neither consignor nor carrier is able to locate it within a short period of time (hours not days) * Attempted theft of vehicle or package.   + Vehicle doors damaged but not accessed.   + Vehicle alarm activated and disturbed the attempt.   + Driver threatened or intimidated during transport. |

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| TS03 – Emergency arrangements have been initiated in relation to class 7 goods even if, in the event, no intervention was made pursuant to those arrangements. |
| **Timing**  Immediate  **Origin of Category** |
| Regulation 24 and Schedule 2, Part 1, Para 6(4) of the CDG 2009.  Ministerial Reporting Criteria for Transport events MRCT1. |
| **Discussion** |
| The timescale for reporting is not specified in CDG but is considered to be “as soon as reasonably practicable” as the activation of an emergency response is indicative of a potentially serious problem developing. False alarms of a non-trivial nature may also be reportable. |
| **Reporting Responsibility** |
| The consignor is responsible for making a notification using this category. |
| **Generic Example/s**   * A driver/carrier reports an incident to consignor who initiates the emergency plan – driver/carrier then contacts the consignor to report that incident is not as significant as first thought. * An emergency plan is enacted and followed but the final incident outcome does not meet the criteria for a radiation emergency. |

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| TS04 – An occurrence during loading, carriage or unloading of class 7 goods involving:   1. Any release of radioactive material from the packages, or from the conveyance if being transported unpackaged, or 2. Exposure leading to a breach of the limits set out in the regulations for protection of workers and members of the public against ionising radiation (Schedule II of IAEA Safety Series No. 115 – “International Basic Safety Standards for Protection Against Ionising Radiation and for Safety of Radiation Sources”). |
| **Timing**  Immediate  **Origin of Category** |
| ADR 1.8.5, as required by CDG 2009  Ministerial Reporting Criteria for Transport events MRCT3. |
| **Discussion** |
| ADR 1.8.5.1 requires that occurrences meeting this category be reported using the model specified in ADR 1.8.5.4. If it is necessary to notify ONR under this category, then the initial notification should be supplemented with a form corresponding to the model in ADR 1.8.5.4. and this should be noted on the INF1 form. It shall also be noted on the INF1 form whether the United Nations Economic Commission for Europe has been informed as required by ADR 1.8.5.2.  Where a radiation emergency is possible the notification should be under TS01 or TS03, as appropriate. |
| **Reporting Responsibility** |
| CDG - The dutyholder (loader, filler, carrier or consignee) responsible for the package at the time the incident occurred is responsible for making a notification under this category.  NI(DO)R – The site licensee is responsible for making a notification using this category. |
| **Generic Example/s**   * A package is damaged resulting in the release of some or all of its radioactive contents. * A vehicle carrying low level waste drums is involved in an accident resulting in the lids of some of the drums coming off and material being released. |

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| TS05 – An occurrence during loading, carriage or unloading of class 7 goods where there is reason to believe that there has been a significant degradation in any package safety function (containment, shielding, thermal protection or criticality) that may have rendered the package unsuitable for continued carriage without additional safety measures. |
| **Timing**  Immediate  **Origin of Category** |
| ADR 1.8.5, as required by CDG 2009  Nuclear Installations (Dangerous Occurrences) Regulations 1965, 2b  Ministerial Reporting Criteria for Transport events MRCT4. |
| **Discussion** |
| This category is detailed in (c) of the loss of product criteria for Class 7 material in ADR 1.8.5.3. Although this category has the same origin as TS04 it is being treated separately as it covers loss of defence in depth and requires an element of judgement in its use which distinguishes it from other categories.  Degradation of safety features could involve damaged/missing/incorrect components, inadequate fastenings or missing/incorrect labelling/documentation and shall apply to a package which has been incorrectly prepared for transport as well as packages whose safety functions have become degraded during transport.  “Significant” degradation of safety features should be interpreted to mean that the package no longer meets the requirements of the regulations. There may not be sufficient time to adequately assess the safety significance of a package irregularity (especially regarding potential performance in an accident) so consignors/carriers are advised to err on the side of caution to ensure compliance with the reporting requirements of CDG.  A significant degradation with regard to labelling/documentation would be where the information provided by that label/document is incorrect or unclear to the extent it becomes ineffective. Spelling errors, provided the meaning of the label/document remains clear, should not be included.  ADR 1.8.5.1 requires that occurrences meeting this category be reported using the model specified in ADR 1.8.5.4. If it is necessary to notify ONR under this category, then the initial notification should be supplemented with a form corresponding to the model in ADR 1.8.5.4. and this should be noted on the INF1 form. It shall also be noted on the INF1 form whether the United Nations Economic Commission for Europe has been informed as required by ADR 1.8.5.2.  Cont’d.  TS05 includes material packaged in an incorrect package type for the nature or quantity or radioactive material being transported, or material transported unpackaged when an appropriate package should have been used.  Dutyholders should use this category to notify incidents that meet part ii of Nuclear Installations (Dangerous Occurrences) Regulations 1965 Regulation 2b.  Where a radiation emergency is possible the notification should be under TS01 or TS03 as appropriate. |
| **Reporting Responsibility** |
| CDG09 - The dutyholder (loader, filler, carrier or consignee) responsible for the package at the time the incident occurred is responsible for making a notification under this category.  NI(DO)R – The site licensee is responsible for making a notification using this category. |
| **Generic Examples**   * Non-special form radioactive material in quantities exceeding an A2 transported in a Type A package (rather than a competent authority approved “Type B” package) * Low Specific Activity LSA-II material transported in an IP-1 package * Cobalt-60 source package transported with missing shield-plug * Enriched uranium transported with incorrect Criticality Safety Index label * Package severely damaged in an accident – including an RTA not covered by TS01/03. * Package containing fissile material transported with higher fissile content than allowed in certificate * Shipment of packages whose design requires Competent Authority approval but where the required certification is not available or has become invalid |

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| TS06 – An occurrence where class 7 goods have been transported with any non- compliance regarding radiation or contamination levels (see notes). |
| **Timing**  Day  **Origin of Category** |
| ADR 1.7.6; RID 1.7.6; IMDG Code 1.5.6; ICAO Technical Instructions 1;6.6(d)  Ministerial Reporting Criteria for Transport events MRCT5. |
| **Discussion** |
| The relevant limits regarding radiation or contamination levels will be breached where:   * Non fixed contamination levels exceed 4 Bq/cm2 (β/γ) or 0.4 Bq/cm2 (α). * The surface dose-rate on an excepted package exceeds 5 μSv/h. * The surface dose-rate on a package **not** being shipped under exclusive use exceeds 2 mSv/h. * The surface dose-rate on a package being shipped under exclusive use exceeds 10 mSv/h. * The dose-rate from fixed contamination exceeds the limits specified in ADR 7.5.11 CV33 (5.4). * The Transport Index of a package, total Transport Index on a conveyance, radiation dose-rate around a conveyance or segregation of packages from persons exceeds the appropriate limits specified in ADR 7.5.11 CV33. * Low Specific Activity (LSA) materials or Surface Contaminated Objects (SCO) are transported with contamination or dose-rates exceeding the limits in ADR 4.1.9.2.1 and ADR 4.1.9.2.3.   ADR 1.7.6.1 requires notification “as soon as practicable” which for the purposes of this guidance is interpreted to mean within a day.  Operational experience indicates that most notifications under this category will concern the first of the above bullet points. In particular this will be where an irradiated nuclear fuel flask has been measured on arrival to have area(s) of non-fixed contamination exceeding 4 Bq/cm2 (or 0.4 Bq/cm2 if α). Flask handling operations mean that these items can be transported with measurable surface contamination, so its presence is not necessarily indicative of a fault.  Cont’d.  Therefore, for this special case and where the limit has been exceeded by a factor of less than 10, a reporting period of one week would be acceptable.  This category is envisaged to cover relatively minor breaches of the limits.  The presence of potentially hazardous high dose-rates are more appropriately covered by other categories which require immediate notification. If a radioactive emergency is developing or emergency arrangements have been activated, then category TS01 or TS03 will apply. If the high dose-rates are due to missing or damaged shielding components, then TS05 might apply. |
| **Reporting Responsibility** |
| All dutyholders should report the causes of the non-compliance and on corrective or preventative actions taken or to be taken as appropriate to their involvement in the incident/response. |
| **Generic Examples**  An excepted package is received by a consignee, where routine monitoring reveals that it had been transported with a surface dose-rate of 8 μSv/h or above. |

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| TS07 – Where class 7 goods have not been transported in full compliance with any appropriate specification or regulation, except as otherwise covered by TS05 or TS06. |
| **Timing**  Week  **Origin of Category** |
| ADR 1.7.3 – Management System. |
| **Discussion** |
| This category applies where a package was (or is being) transported not in full compliance with the requirements of the regulations or certificate of approval.  This category is wide ranging and as such has three sub-categories depending on the compliance gap. Dutyholders should explain which sub-category is relevant in the INF1. The sub-categories are as follows:   * Package physical state related non-compliance not covered by TS05 * Package non-compliance with radiation or contamination levels not covered by TS06 * Carriage non-compliance in all other aspects   This includes packages which do not conform to the appropriate drawings, operating / handling / maintenance instructions (this list is not exhaustive) or otherwise, such as, due to incorrect preparation or an event during transport); but, where the consignor/carrier does not consider that any degradation of package safety functions is sufficiently severe to be covered by other categories above.  Discussions with the relevant ONR Inspector should be undertaken to confirm if an event follow up may be more appropriate via routine inspection activity, if this is agreed there is no requirement to submit an INF1. |
| **Reporting Responsibility** |
| The carrier and / or consignor, as appropriate, are responsible for making a notification under this category. |
| **Generic Examples**   * Package physical state related non-compliance not covered by TS05:   + Irradiated nuclear fuel flask transported with one or two loose lid bolts   Cont’d.   * + Package Maintenance period exceeded but package safety function not degraded. * Package non-compliance with radiation or contamination levels not covered by TS06:   + Dose-rates higher than expected but not covered by TS06   + Transport of filled package suspected to be empty – correctly packaged and secured in vehicle. * Carriage non-compliance in all other aspects:   + Vehicle fails to display placards   + Package carries only one label out of the two required   + Inadequate tie-downs   + Lack of transport paperwork |

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| TS08 – A safety-significant abnormal occurrence during the loading, filling, carriage or unloading of class 7 goods, provided it did not lead to a transport in breach of relevant statutory provisions, package specification or handling instructions. |
| **Timing**  Month  **Origin of Category** |
| ADR 1.7.3 – Management System. |
| **Discussion** |
| This is to ensure that ONR is made aware of occurrences which, although not resulting in a non-compliant shipment, could provide indications of the potential for unsafe situations to develop. Examples might be dropping a heavy component onto a package, or the persistent failure of pre-dispatch tests carried out on a package or series of packages. Significant quality related irregularities (e.g., the discovery of incorrect package components) should also be notified under this category.  Discussions with the relevant ONR Inspector should be undertaken to confirm if an event follow up may be more appropriate via routine inspection activity, if this is agreed there is no requirement to submit an INF1. |
| **Reporting Responsibility** |
| The dutyholder (loader, filler, carrier or consignee) responsible for the package at the time the incident occurred is responsible for making a notification under this category. |
| **Generic Examples**   * Series of incidences where incorrect lid bolts were held in store for use in packages but not actually used. * Empty packaging damaged during handling prior to/post loading or unloading. * Filled transport package involved in incident whilst being moved around site/in storage whether or not damage occurs. * RTA which does not involve the activation of an emergency plan under CDG Schedule 2, but does involve activation of a contingency plan – not otherwise covered by TS04 or TS05. |

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| TS09 – The discovery of radioactive material in shipment believed to be non-radioactive. |
| **Timing**  Month  **Origin of Category** |
| ADR 1.4.2.2.4 |
| **Discussion** |
| This category is to cover events where radioactive material is discovered in shipments where none was suspected. Typically, these detections take place at ports/airports or scrap yards. It is unlikely that the detected material was being transported in compliance with the transport regulations. Depending on the size of the source there may have been significant radiological implications, however, no blame can be attached to the people or organisations involved.  If there is reason to suspect that the presence of radioactive material was known or reasonably foreseeable or movements subsequent to detection were not carried out in full compliance with the regulations, then other categories will apply.  **Note**: TS07 specifically covers filled packages transported in the belief that they were empty. TS06 may also be applicable depending on the circumstances. |
| **Reporting Responsibility** |
| The dutyholder responsible for the package at the time the incident occurred/identified is responsible for making a notification under this category.  The organisation that detects the material, if different, should notify the incident if they have detained the material or have handed the material back to the dutyholder after recording relevant details. |
| **Generic Examples**   * Monitor at a scrap yard detects a disused radioactive source in a load of scrap metal * Border Force portal monitor detects class 7 material in a load where no material is declared – e.g., Transport of wood/wood pulp from contaminated source or ebay items in post. |

# Appendix B – Media Interest Incident Category

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| AN01 – Events likely to attract, or that have attracted, significant national media or public attention. |
| **Timing**  Immediate  **Origin of Category** |
| Ministerial Reporting Criteria (MRC), sub-category (f): “Events likely to attract, or that have attracted, significant national media or public attention” |
| **Discussion** |
| This category is a “catch-all” aimed at incidents which have the potential to achieve a high public profile but do not appear to meet any of the immediate reporting categories. Often these incidents may have been reported in the media. As such it is useful for ONR to be notified of these incidents in anticipation of requests for comment by other interested parties.  This category may be used with or without any of the other notifications categories, to give immediate effect to a notification. The presence or absence of other categories will provide an initial indication to ONR of the extent of any follow-up required.  This category is not intended to cover attendance at site by external response services for routine matters such as an ambulance transporting a worker to hospital for treatment of a minor injury or a precautionary check-up. However, if emergency services attend with flashing blue lights and sirens, this may be reported under AN01. |
| **Reporting Responsibility** |
| The dutyholder responsible for the notification under TS category above should additionally include AN01.  If the TS category does not have a relevant reporting responsibility, then the dutyholder that identifies an incident during transport that meets the AN01 criteria should notify the incident. |

1. Agreement concerning the International Carriage of Dangerous Goods by Road. [↑](#footnote-ref-2)
2. Regulations concerning the International Carriage of Dangerous Goods by Rail. [↑](#footnote-ref-3)