

# Special Permit FAQ's



## Authorization form for SP 10656

Q1) What should be placed in the space on the allotted to hold the answer to the question “scrap origin” which is just above item number 3 on the new special permit authorizations?

A1) The question “scrap origin” has not appeared on previous revisions of SP 10656. But a similar question, “waste origin”, does appear on previous and the current revisions of SP 11406. One possible explanation is that a reviewer at DOT noted the disparity and “corrected” it by adding similar wording to SP 10656. Identification of the facility from which radioactive material came in a municipal waste shipment is a much more likely outcome than in a shipment of scrap metal. The change was made without giving thought to the differences in how the two waste streams come about.

## SP 10656, section 6

Q2) What is the point of listing those particular UN #'s under Item 6 of DOT-SP 10656? Why are only some of the Class 7 UN#'s included?

A2) CRCPD contacted the DOT regarding this question. DOT indicated that the list was not meant to be all inclusive. It covered the commonly used numbers, which can be used alternatively for other UN numbers, i.e., Radioactive material, excepted quantity is a special case of Radioactive Material, Type A package; Radioactive Material, Type A package, special form; and Radioactive material, low specific activity (LSA-I, II, III) are special cases of Radioactive Material, Type A package... DOT said they didn't want to use a lot of space listing UN numbers for all potential scenarios.

## SP 10656, section 7.b.

Q3) There is a dose rate limitation for any occupied area of 2 millirem per hour. I imagine “...for any occupied area...” means the cab of the truck. I'm not sure what is meant in regards to a rail shipment, except possibly the exposure rate in the engineer's compartment, or caboose, if applicable. Any clarification or confirmation of this interpretation would be appreciated.



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A3) Your understanding about the dose rate is correct. This section only specifies the 0.02 mSv/hr (2 mrem/hr) dose rate for highway vehicles. There is about a meter between cars in the train, then an additional approximately 2 meters of engine between the first car and the occupied space. Perhaps this was considered in the decision not to include rail transport. These shipments are not treated as hazardous materials shipments, so car spacing requirements for radioactive materials found in 49 CFR 174 are not applicable.

## **SP 10656, Section 7.f.**

Q4) There is a requirement that each state that is transited by a returning shipment must be notified of the shipment by the state of origin. Please clarify if "the state of origin" is the state where the elevated radiation readings were detected or the state where the load originated from? In the past, we would only be required to notify the destination state, not every state the shipment would pass through. It appears you'd need the route the truck or rail car would be using in order to notify these states, which would seemingly need to be done before allowing the truck or railcar to proceed. It would likely be an even longer delay if we had to notify the state of origin of the elevated radiation reading, wait for the state of origin to obtain the route, notify the impacted states, then get back to us to verify that the notifications have been made prior to releasing the shipment. This would need to be clarified prior to using the new procedure to ensure its being performed properly.

A4) You are again correct the in this case the state of origination refers to the state that originated the Special Permit. If transport is by highway or rail, the shipper should be able to obtain routing information from either the driver or the rail carrier transporting the material and pass that along to the regulatory agency, which can then make the appropriate notifications.

## **SP 10656, section 8.a. and section 7.f & h.**

Q5) In DOT-SP 10656, Item 8, I was confused by this before and thought I had figured it out. I don't understand why it identifies the "abbreviation of the state of origin" as being where the radioactive material was detected. Items 7.f. and 7.h. seems to say that the state or origin is before or prior to detection.

A5) In this paragraph "state of origin" refers to the state which originated the special permit. In section 7.f. and 7.h clarifying text is supplied after the reference to the facility that shipped the material before radiation was detected in order to eliminate confusion.

## **SP 10656, Section 8.c.**

Q6) What instructions is DOT referring to in 8.c of DOT-SP 10656? The instructions provided within the permit itself? Special instructions given out by the State? (I'm not understanding why "their" – plural – is used.)

A6) CRCPD contacted DOT. The DOT representative said that the "their" in "...their implementing instructions" refers to "This official" at the beginning of the sentence, which in turn refers to "Each State Radioactive Material Control Official" at the beginning of c. DOT stated that the "their" was actually referring to the states' Radioactive Material Control officials collectively.

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## SP 10656, section 10.d.

Q7) All railcars and vehicles have to be marked on two opposite sides with the permit # and the word "RADIOACTIVE." The markings can be computer generated or handwritten and "...secured to the vehicle in any appropriate manner." This is very vague language. Since there are no specifics provided, it appears that someone can handwrite the information on a piece of paper (no minimum size specified), tape copies to opposing sides of the railcar or vehicle, and send it on its way. That marking won't last too long traveling down the interstate, or by rail between states, in good weather, let alone in rainy, windy, snowy, etc. conditions.

A7) Shipments made under the special permits are exempt from marking and labeling requirements of 172 Subparts C, D, E, F, G, H, and I as they pertain to shipping papers, package marking and labeling, placarding, emergency response, training a security requirements. The requirement for the "RADIOACTIVE" and Special Permit "markings" are specific only to shipments made under the permit. CRCPD believes the requirements were purposely left uncomplicated and easy to fulfill to promote their use and cause as little additional burden as possible. The phrase "...secured to the vehicle in any appropriate manner" is vague, but relies on the fact that shippers and transporters understand that markings must remain in place, be legible to the end of the journey, and be protected from wind, rain and snow. If this becomes a problem, we can have discussions with DOT regarding remedies.

## SP 10656, section 11

Q8) How would the security plan requirement or registration ever be applicable if we are dealing with "scrap metal or other related metal recycle materials with low levels of external radiation" (from Item 1)? When looking at the security plan and registration reg's, they speak of HRCQ's and material that requires placarding.

A8) It can't. That was CRCPD's justification for obtaining the exemption from Subpart I which is provided in item 4. CRCPD assumes that DOT thought differently and wanted to cover those situations it could envision.

Q9) In DOT-SP 10656, Item 11, it seems like the wording could be better. I gather that if one violates the requirements of the special permit, it can be suspended or revoked and that person may be subject to penalties and then that person is not only subject to the terms and conditions prescribed in the special permit but all the other HMR's as well?

A9) If your special permit is suspended or revoked, you no longer are allowed to transport under its conditions and become subject to those DOT regulations from which it exempts you.