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To: [RulemakingComments.Resource](#)
Subject: [External_Sender] Radioactive Transport Container Regulatory Revisions
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Any changes to the U.S. Nuclear Regulatory Commission's (NRC) and U.S. Department of Transportation's (DOT) regulations, to "harmonize" them (make them compatible) with International Atomic Energy Agency (IAEA) regulations and standards, should be in the direction of better protecting worker and public health, safety, and the environment, not saving the industry money in order to boost its profits.

If IAEA's regulations and standards are stronger, those should become NRC's/DOT's. But if NRC's/DOT's happen to be stronger, then those should remain -- and NRC/DOT should urge IAEA to strengthen its standards.

When regulations in other countries are stronger/better than IAEA's and/or NRC's/DOT's, then those best-practices should be used to strengthen IAEA's and/or NRC's/DOT's regulations. The point is, the regulations -- at NRC/DOT in the U.S., at IAEA internationally, etc. -- should be strengthened to the highest standards and best-practices, not weakened to the lowest common denominator.

NRC's approval of the U.S. Department of Energy's scheme to truck highly radioactive liquid waste more than 1,000 miles from Chalk River, Ontario, Canada to Savannah River Site, South Carolina, U.S.A., shows that there is something seriously wrong with NRC's high-level radioactive waste transportation regulations. Such liquid shipments are unprecedented in North American history. Faulty welding involving equipment manufactured by Nuclear Assurance Corporation (NAC) at Chalk River, calls into serious question the quality assurance and structural integrity of the jury-rigged shipping containers for the liquid shipments provided by NAC, and rubber-stamped as acceptable by NRC. Waste handling failures by DOE at SRS itself further calls into question the safety of NRC's sign off on the highly radioactive liquid waste shipping scheme.

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