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**A. EPA Revision to the Export Provisions of the Cathode Ray Tube (CRT) Rule; Proposed Rule**

On March 15, 2012, the Environmental Protection Agency (EPA) published a proposed rule (77 FR 15336-15343) to revise certain export provisions of the cathode ray tube (CRT) final rule in an effort to improve the tracking of exported CRTs for reuse and recycling.

**Background**

The CRT final rule was published on July 28, 2006 (71 FR 42928) in an effort to encourage the recycling and reuse of CRTs. The final rule included requirements for CRTs exported for recycling. Under the current rules, the exporter is required to submit a notification to EPA at least 60-days prior to shipment. The notification must include the contact information of the exporter, the recycler, and an alternate recycler, a description of the recycling operations, the frequency and rate of export, the means of transport, the total quantity of CRTs to be shipped, and information regarding any transit countries the shipment will pass through. EPA notifies the receiving country and any transit countries of the intended exportation of CRTs. Once the receiving country consents in writing to receive the CRTs, EPA sends an Acknowledgement of Consent (AOC) to the exporter. An exporter may not ship the CRTs until he has received an AOC.

The current export requirements for intact CRTs exported for reuse are less stringent. Exporters are required to submit a one-time notification to EPA with contact information and a statement that the CRTs are being exported for reuse. In addition, normal business records demonstrating that the CRTs are exported for reuse (e.g., contracts, invoices, and shipping documents) must be maintained by the exporter for three years.

**Summary**

EPA is proposing additional regulations for the exportation of CRTs because they believe that the additional information that would be collected would assist them in better understanding the flow, and to improve the management, of exported CRTs. The proposed revisions to the export provisions of the CRT rule include:

1. Revising the definition of CRT exporter to eliminate any confusion regarding who is responsible for fulfilling the CRT exporter duties. The proposed revised definition would read “any person in the United States who initiates a transaction to send used CRTs outside the United States or its territories for recycling or reuse, or any intermediary in the United States arranging for such export.”
2. Requiring exporters of used CRTs exported for recycling to submit annual reports summarizing the quantity, frequency of shipment, and ultimate destination(s) by March 1<sup>st</sup> of the year following the export activities. The exporter would need to sign a certification statement certifying the accuracy of the information included in the annual reports.
3. Increasing the requirements for the exportation of CRTs for reuse. The exporter would be required to submit a notification to EPA for the export activities for a 12 month period or less. The notification must be in writing, signed by the exporter, and contain:
  - a. The name, mailing address, telephone number, and EPA ID number of the exporter;

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- b. The estimated frequency at which CRTs would be exported and the period of time over which they would be exported;
- c. The estimated total quantity of CRTs to be exported in kilograms;
- d. All points of entry to and departure from each transit country through which the CRTs would pass;
- e. A description of the approximate length of time the CRTs would remain in each country and how they will be managed in each country;
- f. A description of the means of transportation and container for each shipment;
- g. The name and address of the ultimate destination facility where the CRTs will be reused;
- h. A description of the manner in which the CRTs will be reused; and
- i. A signed certification statement certifying the accuracy of the information submitted.

In addition, EPA is requesting comment on whether “bare” CRTs removed from the monitor are likely to be exported for recycling rather than reuse and whether the regulations need to be modified to reflect this.

**Comments Due**

Comments on this proposed rule must be submitted to EPA on or before May 14, 2012.

**Link**

The link below will allow you to view/print this proposed rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-15/pdf/2012-6276.pdf>

**B. EPA Electronic Reporting of Toxics Release Inventory Data; Proposed Rule**

On March 5, 2012, EPA published a proposed rule (77 FR 13061-13069) that would require facilities to report non-confidential Toxics Release Inventory (TRI) data to EPA using electronic software.

Currently EPA provides the on-line reporting application, TRI-MEweb, for facilities to use for reporting TRI data. EPA believes that the comprehensive use of TRI-MEweb will help facilities prepare and submit accurate TRI reports and reduce the amount of time it takes EPA to process the reports and make the data available to the public. Facilities that submit trade secret information would continue to utilize the electronically fillable/printable versions of the TRI reporting forms on the TRI Web site because TRI-MEweb does not allow facilities to submit trade secret information.

**Comments Due**

Comments on this proposed rule must be submitted to EPA by May 4, 2012.

**Link**

The link below will allow you to view/print this proposed rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-05/pdf/2012-5264.pdf>

**C. EPA Emergency Planning and Notification; Emergency Planning and List of Extremely Hazardous Substances and Threshold Planning Quantities; Final Rule**

On March 22, 2012, the EPA published a final rule (77 FR 16679-16688) revising the method for determining the Threshold Planning Quantities of extremely hazardous substances that are non-reactive solid chemicals in solution.

**Summary**

This final rule revises the method for applying the Threshold Planning Quantity (TPQ) for the 157 non-reactive extremely hazardous substances (EHS) that are handled as solids in solution. Solid EHSs have a TPQ of 10,000 pounds or a specified lower TPQ, based on the chemical. This final rule allows facilities to multiply the amount of EHS chemical handled as a non-reactive solid in solution by 0.2 to determine if the amount handled equals or exceeds the established TPQ for the chemical. If the amount of the non-reactive EHS solid in solution multiplied by 0.2 does not equal or exceed the TPQ, then the facility is not subject to the Emergency Planning and Community Right to Know Act (EPCRA) Section 302 emergency planning notification requirements for that substance.

Previously, facilities were required to assume that 100% of the non-reactive chemical in solution would become airborne and dispersed in the event of an accidental release.

**Effective Date**

This final rule will become effective on April 23, 2012.

**Link**

The link below will allow you to view/print this final rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-22/pdf/2012-6910.pdf>

**D. EPA National Uniform Emission Standards for Storage Vessel and Transfer Operations, Equipment Leaks, and Closed Vent Systems and Control Devices; and Revisions to the National Uniform Emission Standards General Provisions; Proposed Rule**

On March 26, 2012, EPA published a proposed rule (77 FR 17898-18050) to establish National Uniform Emission Standards for Storage Vessels and Transfer Operations, Equipment Leaks and Control Devices.

**Summary**

The proposed Uniform Standards would be referenced in future revisions to new source performance standards and national emission standards for hazardous air pollutants for individual source categories that are part of the chemical manufacturing and refining industries. The Uniform Standards would apply to industries that have storage vessels and transfer operations, equipment leaks, or control devices used to control process vents from reactors, distillation units, and other operations, as well as from emissions from storage vessels, transfer operations, and equipment leaks that are routed to control devices. EPA believes that the proposed Uniform Standards would ensure consistency and streamline recordkeeping and reporting requirements for the regulated facilities.

In the future, EPA intends to reference the proposed Uniform Standards when they revise new source performance standards and national emission standards for hazardous air pollutants for other sources.

**Comments Due**

Comments on this proposed rule must be submitted to EPA by June 25, 2012.

**Link**

The link below will allow you to view/print this proposed rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-26/pdf/2012-5760.pdf>

**E. GSA Bans Federal Agencies from Disposing of Electronic Wastes in Landfills**

On March 1, 2012, the General Services Administration (GSA) announced new guidelines banning all federal agencies from disposing of electronic waste in landfills. The policy also directs federal agencies to reuse electronics to the maximum extent possible. As electronics reach the end of their utility for their current operation, asset managers are required to offer them to other agencies, schools, and/or state and local governments for reuse. If no further use for an electronic device is identified, the equipment must be sent to a third-party certified R2 or eStewards e-waste recycler. Federal agencies will also be required to track the volume and destination of electronics they send for reuse and recycling and this information will be made available to the public on Data.gov.

**Link**

The link below will allow you to view/print this announcement.

<http://www.gsa.gov/portal/content/127503>

**F. DOT/FMCSA Improvements to the Compliance, Safety, Accountability (CSA) Motor Carrier Safety Measurement System (SMS); Notice and Request for Public Comment**

On March 27, 2012, the Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA) published a notice and request for public comment (77 FR 18298-18302) on proposed modifications to the Carrier Safety Measurement System (SMS).

**Background**

In December 2010, FMCSA implemented the SMS to identify high-risk motor carriers for on-site investigations or to receive warning letters, and to be used in roadside inspection software designed to recommend motor carriers with known performance and compliance problems for additional inspections. The SMS quantifies the safety performance of motor carriers using data available in FMCSA's motor carrier database, the Motor Carrier Management Information System (MCMIS). The MCMIS database includes violations found during roadside inspections, traffic enforcement, and the intervention process.

The SMS currently groups data into seven Behavioral Analysis Safety Improvement Categories (BASICS):

1. Unsafe Driving
2. Fatigued Driving (Hours-of-Service)
3. Driver Fitness
4. Controlled Substances and Alcohol
5. Vehicle Maintenance
6. Cargo Related
7. Crash History

**Summary**

Based on ongoing analysis of the SMS and feedback from enforcement personnel, and the motor carrier industry, FMCSA is proposing the following changes/improvements to the SMS:

1. Modifying the Vehicle Maintenance BASIC by moving cargo/load securement violations from the Cargo-Related BASIC to the Vehicle Maintenance BASIC;
2. Renaming the Cargo-Related BASIC the Hazardous Materials (HM) BASIC, to better identify HM-related safety problems and change how HM carriers are classified to allow for increased intervention scrutiny;
3. Improving the alignment of SMS with Intermodal Equipment Provider (IEP) regulations;

4. Aligning violations that are included in SMS with the Commercial Vehicle Safety Alliance (CVSA) inspection levels by eliminating the vehicle violations derived from driver-only inspections and driver violations from vehicle-only inspections; and
5. Revising the SMS Web site display to:
  - a. Amend terminology to fact-based definitions that clarify the carrier's status in each BASIC (e.g., "insufficient date" and "inconclusive"); and
  - b. Distinguish between crashes with injuries and crashes with fatalities.

#### **Preview of Motor Carrier Data**

Beginning on March 27, 2012, FMCSA is providing motor carriers with the ability to preview their performance data to determine the impact these modifications would have on their BASICS data.

#### **Comments Due**

Comments on these proposed revisions must be submitted to FMCSA on or before May 29, 2012.

#### **Links**

The link below will allow you to view/print the notice and request for public comment.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-27/pdf/2012-7360.pdf>

The link below will allow motor carriers to preview their BASICS data.

<http://csa.fmcsa.dot.gov>

#### **G. DOT/PHMSA Hazardous Materials: Approval and Communication Requirements for the Safe Transportation of Air Bag Inflators, Air Bag Modules, and Seat-Belt Pretensioners; Notice of Proposed Rulemaking**

On March 26, 2012, the Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA) published a notice of proposed rulemaking (77 FR 17394-17401) to revise the Hazardous Materials Regulations applicable to air bag inflators, air bag modules, and seat-belt pretensioners.

#### **Summary**

In this notice of proposed rulemaking (NPRM), PHMSA is proposing to revise the Hazardous Materials Regulations (HMR) applicable to air bag inflators, air bag modules, and seat-belt pretensioners. The proposed changes would incorporate the provisions of two special permits into the regulations. In addition, PHMSA proposes to revise the current approval and documentation requirements for a material appropriately classified as a UN3268 air bag inflator, air bag module,



or seat-belt pretensioner. The proposed changes would reduce the regulatory burden when transporting these items while maintaining the current level of safety.

### **Incorporation of Special Permits**

PHMSA is proposing the incorporation of the provisions of DOT-SP 12332 and DOT-SP 13996 into the HMR.

DOT-SP 13996 authorizes the use of non-DOT specification, reusable containers manufactured from high strength plastic, metal, or other suitable material, or other dedicated handling devices, for the transportation of air bag inflators, air bag modules, and seat-belt pretensioners. The special provision allows for the specified packaging to be used for transportation from the manufacturing facility to an intermediate handling location; from an intermediate handling location to the assembly facility; from the assembly facility to an intermediate handling location; from the intermediate handling location back to the manufacturing facility; or from the assembly facility directly to the manufacturer with no intermediate facility involved. As proposed in this NPRM, there would be no limit on the use of the authorized packaging to transportation between specific destinations provided no modifications or changes are made to the original package and the transportation must be made by private or contract carrier.

DOT-SP 12332 authorizes additional packaging alternatives for air bag inflators, air bag modules, and seat-belt pretensioners that have been removed from, or were intended to be used in, a motor vehicle that meets the requirement for use in the United States. This additional packaging option would be limited to devices that are offered for transportation and transported domestically by highway.

### **Approval Process**

PHMSA is proposing to provide manufacturers of air bag inflators, air bag modules, or seat-belt pretensioners with the option to utilize new designs that are proven to meet the criteria of a Class 9 through established test criteria, without receiving an EX approval from PHMSA. This would result in a significant cost savings and no change in the level of safety. PHMSA also proposes to permit manufacturers to continue to receive an EX approval by submitting their designs for examination and testing in accordance with 49 CFR 173.56(b). Air bag inflators, air bag modules, or seat-belt pretensioners that meet the criteria for a Division 1.4G explosive must continue to be approved by PHMSA in accordance with the explosive examination, classification, and approval process in 49 CFR 173.56(b).

### **Shipping Papers**

PHMSA is proposing to except Class 9 air bag inflators, air bag modules, or seat-belt pretensioners assigned to UN3268 from the requirement to provide the EX number on the shipping paper.

### **Safety Restraint Systems Installed in Vehicles**

PHMSA is proposing to clarify that safety restraint devices that are installed in a vehicle or vehicle component are not subject to the HMR.

### **Shipments for Recycling/Reuse**

The HMR currently requires, when offered for domestic transportation by highway, rail freight, cargo vessel, or cargo aircraft, a serviceable air bag module or seat-belt pretensioner removed from a motor vehicle that was manufactured as required for use in the U.S. may be offered for transportation and transported without compliance with the shipping paper requirement prescribed in 49 CFR 173.166(c), but the word “Recycled” must be entered on the shipping paper immediately after the basic description prescribed in 49 CFR 172.202. PHMSA is requesting comments on the proposal to indicate the word “Reuse” on the shipping paper in place of the word “Recycled.”

### **Additional Packaging Authorizations**

To maintain alignment of the HMR with international regulations, PHMSA is proposing to authorize the use of additional packagings such as: 1N2 and 1D drums, 3B2 jerricans, and 4A, 4B, 4N, and 4H1 boxes.

### **Comments Due**

Comments on this notice of proposed rulemaking must be submitted PHMSA by May 25, 2012.

### **Link**

The link below will allow you to view/print this notice of proposed rulemaking.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-26/pdf/2012-7169.pdf>

## **H. TSA Comparability between the Security Threat Assessments for the Hazardous Materials Endorsement and the Transportation Worker Identification Credential; Informational Bulletin**

On February 27, 2012, the Transportation Security Administration (TSA) published an informational bulletin detailing TSA’s determination that the security threat assessments (STAs) for the Hazardous Materials Endorsement (HME) and the Transportation Worker Identification Credential (TWIC) are comparable. Therefore, a driver who holds a TWIC may be eligible for a reduced fee when applying for an HME on their commercial driver’s license (CDL) because he/she does not have to undergo the portion of the STA already completed for the TWIC.

This ruling is only applicable at this time in eleven States and the District of Columbia, where TSA has ruled that the State STAs (background checks) for TWIC and Hazmat are comparable. The States where this ruling is applicable are:

- |                         |                   |
|-------------------------|-------------------|
| 1. Arizona              | 7. Nebraska       |
| 2. California           | 8. North Carolina |
| 3. Delaware             | 9. Oregon         |
| 4. District of Columbia | 10. South Dakota  |
| 5. Hawaii               | 11. Utah          |
| 6. Missouri             | 12. West Virginia |

Drivers that currently have a valid certification and are renewing or applying for the other certification will not be subject to a second background check. The removal of the second background check means drivers using TSA contracted sites will save \$27.25 on TWIC applications if they already have a hazmat endorsement. Drivers with a hazmat endorsement will save \$22.25 when applying for a TWIC.

#### **Effective Date**

This determination became effective on February 27, 2012.

#### **Link**

The link below will allow you to view/print this bulletin.

[http://www.tsa.gov/assets/pdf/HME\\_TWIC\\_Comparability.pdf](http://www.tsa.gov/assets/pdf/HME_TWIC_Comparability.pdf)

### **I. OSHA Hazard Communication Standard; Final Rule**

On March 26, 2012, the Occupational Safety and Health Administration (OSHA) published a final rule (77 FR 17574-17896) modifying the Hazard Communication Standard to conform to the United Nation's Globally Harmonized System of Classification and Labeling of Chemicals (GHS).

#### **Background**

The Hazard Communication Standard (HCS) requires that chemical manufacturers and importers evaluate the chemicals they produce or import and provide hazard information to downstream employers and employees by putting labels on containers and preparing safety data sheets. This final rule modifies the current HCS to align it with the provisions of the United Nation's Globally Harmonized System of Classification and Labeling of Chemicals (GHS). The GHS is a new system and approach that was developed through international negotiations. OSHA believes that adopting the GHS will result in a clearer, more effective means of conveying information on hazardous chemicals to employers and employees.

### **Summary**

The modifications included in this final rule include: safety data sheets, changes to the hazard classification system, labels, and training. Additional information on these modifications are included below:

#### 1. Safety Data Sheets (SDS)

The GHS replaces the Material Safety Data Sheets with Safety Data Sheets. In addition, the GHS establishes a standardized 16-section format for SDSs to provide a consistent sequence for the information included in the SDS. The information of primary interest to exposed employees and emergency responders is included at the beginning of the document while the more technical information is included in the later sections. The Headings for the sections (e.g., First-aid measures, Handling and Storage, etc.) are also standardized.

#### 2. Hazard Classification System

The hazard communication requirements under the GHS are directly linked to the hazard classification. For each class and category of hazard, a harmonized signal word (e.g., Danger), pictogram (e.g., skull and crossbones), and hazard statement (e.g., Fatal if Swallowed) must be specified. Therefore, once a chemical is classified, the GHS provides the specific core information to include in the SDS.

Precautionary labels must also be included on GHS labels. These statements have been codified and assigned numbers to align them with the hazard classes and categories.

#### 3. Labels

The labels included in the GHS include specific pictograms identifying the hazard or hazards of the chemical with red borders around the pictograms.

#### 4. Training

All covered employees must be trained on the new labeling requirements and SDS format by December 1, 2013.

### **Effective Date**

This final rule will become effective on May 25, 2012, but OSHA is not requiring compliance with all of the provisions for preparation of new labels and SDSs until June 1, 2015. Employers will also be given until June 1, 2016 to update their hazard communication programs and workplace signage.

Employers will be considered to be in compliance with the HCS during the transition period as long as they are complying with either the existing HCS or this revised HCS.

**Link**

The link below will allow you to view/print this final rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-26/pdf/2012-4826.pdf>

**J. OSHA Reinforced Concrete in Construction, and Preventing Backover Injuries and Fatalities; Request for Information**

On March 29, 2012, the Occupational Safety and Health Administration (OSHA) published a request for information (77 FR 18973-18984) seeking information on (1) safety risks regarding reinforcing operations in concrete construction work and (2) fatal backovers by vehicles and equipment.

**Reinforced Concrete in Construction**

The International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers (Ironworkers) petitioned OSHA on April 19, 2010, to conduct a negotiated rulemaking and publish new regulations for reinforcing concrete steel and post-tensioning operations. This prompted OSHA to conduct a review of existing rules to determine what action, if any, OSHA should take to improve safety in this area. OSHA found little information on the rates of incidents caused by reinforcing steel and post-tensioning activities so they are issuing this request for information (RFI).

The purpose of the RFI is to gather information, data, and comment on hazards in operations involving reinforced concrete in construction, as well as effective measures to control these hazards to prevent injuries and fatalities. The RFI lists over 40 specific questions on this topic.

**Backover Injuries and Fatalities**

OSHA reviewed their Integrated Management Information System (IMIS) database and identified 358 fatal incidents from 2005-2010 involving backover hazards. In addition to the backover fatalities, numerous backover incidents result in non-fatal injuries, such as fractures, amputations, and crushing injuries.

OSHA is seeking comment in order to evaluate the hazards that backing maneuvers pose to workers including: how and when backing maneuvers occur and the injuries and fatalities caused by these maneuvers. They are also interested in backover prevention technologies used in the workplace. The FRI includes 45 specific questions regarding backing of vehicles and backover injuries in industry.

**Comments Due**

Comments on these subjects must be submitted to OSHA by June 27, 2012.

**Link**

The link below will allow you to view/print this request for information.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-29/pdf/2012-7510.pdf>

**K. NRC Leakage Tests on Packages for Shipment of Radioactive Material; Issuance of Regulatory Guide**

On March 9, 2012, the Nuclear Regulatory Commission (NRC) published a revision (77 FR 14445) to Regulatory Guide 7.4, “Leakage Tests on Packages for Radioactive Material.”

**Summary**

Regulatory Guide 7.4 outlines an acceptable method to meet the requirements in 10 CFR Parts 71 and 20 for transferring, shipping, and receiving radioactive material.

This revision to Regulatory Guide 7.4 provides licensees and applicants with a method the NRC considers acceptable for meeting the containment criteria for Type B packages described in 10 CFR 71.51, “Additional Requirements for Type B Packages.” The revised regulatory guide endorses the methods and procedures described in ANSI Standard N14.5-1997, “Radioactive Materials – Leakage Tests on Packages for Shipment.”

**Effective Date**

This guidance became effective on the date of publication, March 9, 2012.

**Link**

The link below will allow you to view/print the notification of the issuance of the revisions to Regulatory Guide 7.4.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-09/pdf/2012-5751.pdf>

**L. NRC Administrative Guide for Verifying Compliance with Packaging Requirements for Shipment and Receipt of Radioactive Material; Issuance of Regulatory Guide**

On March 28, 2012, the Nuclear Regulatory Commission (NRC) published a revision (77 FR 18871-18872) to Regulatory Guide 7.7, “Administrative Guide for Verifying Compliance with Packaging Requirements for Shipment and Receipt of Radioactive Material.”

### **Summary**

The NRC developed this guidance to outline an acceptable method to meet the requirements in 10 CFR Parts 20 and 71 for transferring, shipping, and receiving radioactive material.

This revision to Regulatory Guide 7.7 provides licensees and applicants with a method the NRC considers acceptable for meeting the administrative requirements for transporting licensed material under 10 CFR Part 71, "Packaging and Transportation of Radioactive Material" either in a Type B or Type AF package and for opening a package under 10 CFR Part 20, "Standards for Protection Against Radiation." The NRC's administrative requirements for the shipment, receipt, and opening of a Type B package are located in 10 CFR Part 20, Subpart J, "Precautionary Procedures," and 10 CFR Part 71, Subpart G, "Operating Controls and Procedures."

### **Effective Date**

The revisions to Regulatory Guide 7.7 became effective on March 28, 2012.

### **Links**

The link below will allow you to view/print the notification of the issuance of the revisions to Regulatory Guide 7.7.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-28/pdf/2012-7438.pdf>

The link below will allow you to view/print NRC Regulatory Guide 7.7.

<http://pbadupws.nrc.gov/docs/ML1121/ML112160407.pdf>

## **M. NRC Revision of Fee Schedules; Fee Recovery for Fiscal Year 2012; Proposed Rule**

On March 15, 2012, the Nuclear Regulatory Commission (NRC) published a proposed rule (77 FR 15530-15554) that would amend the licensing, inspection, and annual fees charged to NRC applicants and licensees.

### **Summary**

The Omnibus Budget Reconciliation Act of 1990 requires the NRC to recover approximately 90 percent of its budget through fees. In order to meet the 90 percent recovery requirement for fiscal year 2012, NRC is proposing to increase the licensing, inspection, and annual fees charged to applicants and licensees. The proposed rule would not increase the fees for waste disposal and processing. Following are the proposed fees for waste disposal and processing.

Type of Fee	Fee
Licenses specifically authorizing the receipt of waste byproduct material, source material, or special nuclear material from other persons for the purpose of packaging or repackaging the material. The licensee will dispose of the material by transfer to another person authorized to receive or dispose of the material.	\$8,400
Licenses specifically authorizing the receipt of prepackaged waste byproduct material, source material, or special nuclear material from other persons. The licensee will dispose of the material by transfer to another person authorized to receive or dispose of the material.	\$4,900

**Comments Due**

Comments on these proposed fee increases must be submitted to NRC by April 16, 2012.

**Link**

The link below will allow you to view/print this proposed rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-15/pdf/2012-6153.pdf>

**N. DOJ/DEA Controlled Substances and List I Chemical Registration and Reregistration Fees; Final Rule**

On March 15, 2012, the Department of Justice, Drug Enforcement Administration (DEA) published a final rule (77 FR 15234-15250) adjusting the fee schedule for DEA registration and reregistration fees.

**Summary**

The DEA is required to fully fund the costs of the Diversion Control Program by collecting fees for the registration and control of controlled substances and List I chemicals. The last fee increase was imposed over five years ago. This final rule increases the registration and reregistration fees in order to recover the costs of the Diversion Control Program.

The Registration and Reregistration fee for a Reverse Distributor of Schedule I-V controlled substances is \$1,523.00. The registration period for a Reverse Distributor license is one year, so this is an annual fee. The previous Reverse Distributor fee was \$1,147/year.

**Effective Date**

The fee increases became effective on April 16, 2012.



**Link**

The link below will allow you to view/print this final rule.

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-15/pdf/2012-6253.pdf>