

VEOLIA ES TECHNICAL SOLUTIONS, L.L.C.

REGULATORY UPDATE – July 2013

ENVIRONMENTAL UPDATES

- A. [EPA Conditional Exclusions from Solid Waste and Hazardous Waste for Solvent-Contaminated Wipes; Final Rule](#)
- B. [EPA Community Right-to-Know; Adoption of 2012 North American Industry Classification System \(NAICS\) Codes for Toxics Release Inventory \(TRI\) Reporting; Direct Final and Proposed Rules](#)
- C. [EPA Spring 2013 Semi-Annual Regulatory Agenda; Notice](#)

TRANSPORTATION UPDATES

- D. [DOT/FMCSA Hours of Service for Commercial Motor Vehicle Drivers; Regulatory Guidance Concerning Off-Duty Time](#)
- E. [DOT/PHMSA Hazardous Materials: Approval and Communication Requirements for the Safe Transportation of Air Bag Inflators, Air Bag Modules, and Seat-Belt Pretensioners \(RRR\); Final Rule](#)
- F. [DOT/PHMSA Paperless Hazard Communications Pilot Program; Notice and Request for Comment](#)

HEALTH & SAFETY UPDATES

- G. [OSHA QuickCard Comparing NFPA and HazCom 2012 Container Labels Published](#)
- H. [OSHA Spring 2013 Regulatory Agenda; Notice](#)

MISCELLANEOUS UPDATES

- I. [NRC Revision of Fee Schedules; Fee Recovery for Fiscal Year 2013; Final Rule](#)

A. EPA Conditional Exclusions from Solid Waste and Hazardous Waste for Solvent-Contaminated Wipes; Final Rule

On July 31, 2013, the Environmental Protection Agency (EPA) published a final rule (78 FR 46447-46485) modifying the hazardous waste management regulations for solvent-contaminated wipes under the Resource Conservation and Recovery Act. The final rule revises the definition of solid waste to conditionally exclude solvent-contaminated wipes that are cleaned and reused and revises the definition of hazardous waste to conditionally exclude solvent-contaminated wipes that are disposed. EPA published this final rule to provide a consistent regulatory framework for solvent-contaminated wipes.

Background

Following the initial promulgation of the federal hazardous waste regulations in May 1980 EPA began receiving inquiries from makers and users of disposable wipes stating that the hazardous waste regulations were too stringent. In the mid-1980's, EPA received three rulemaking petitions requesting that EPA exclude disposable wipes from the definition of hazardous waste. EPA responded in the early 1990's deferring the regulation of solvent-contaminated wipes to the States. This has created differing regulatory schemes for solvent-contaminated wipes in EPA regions and States. EPA believes this final rule will provide a consistent regulatory framework for solvent-contaminated wipes reducing the regulatory burden on generators.

Applicability

This final rule conditionally excludes from the definition of solid waste solvent-contaminated wipes that are cleaned and reused (reusable wipes) and also excludes from the definition of hazardous waste solvent-contaminated wipes that are disposed (disposable wipes).

Wipe means a woven or non-woven shop towel, rag, pad, or swab made of wood pulp, fabric, cotton, polyester blends, or other material.

The exclusion only applies to solvent-contaminated wipes that meet one or more of the following criteria:

1. Contain one or more of the F001 through F005 listed solvents listed in 40 CFR 261.31 or the corresponding P- or U-listed solvents found in 40 CFR 261.33. This list of solvents is included below:
 - Acetone
 - Benzene
 - N-Butanol
 - Chlorobenzene
 - Creosols
 - Cyclohexanone
 - 1,2-Dichlorobenzene
 - Ethyl Acetate
 - Ethyl Benzene
 - 2 Ethoxyethanol
 - Isobutyl Alcohol

- Methanol
 - Methyl Ethyl Ketone
 - Methyl Isobutyl Ketone
 - Tetrachloroethylene
 - Toluene
 - 1,1,2-Trichloroethane
 - Xylenes
-
- Trichloroethylene (for Reusable Wipes ONLY)
2. Exhibit a characteristic of hazardous waste (40 CFR Part 261, Subpart C) when that characteristic results from a solvent listed above.
 3. Exhibit only the hazardous waste ignitability characteristic (40 CFR 261.21) due to the presence of one or more solvents listed above.

NOTE: Solvent-contaminated wipes that contain listed hazardous wastes other than solvents, or exhibit the characteristic of toxicity, corrosivity, or reactivity due to contaminants other than solvents, are NOT eligible for this exclusion.

Reusable Solvent-Contaminated Wipes

Solvent-Contaminated wipes that are sent for cleaning and reuse are not solid wastes from the point of generation if they are managed according to the following requirements:

1. Solvent-contaminated wipes are accumulated, stored, and transported in non-leaking closed containers that are labeled “**Excluded Solvent-Contaminated Wipes.**”
2. The accumulation start date must be marked on the container. The accumulation start date is the date that the first solvent-contaminated wipe is placed in the container.
3. The containers must be suitable to contain free liquids.
4. Containers should only contain solvent-contaminated wipes (e.g., no PPE, absorbent material, etc.).
5. Containers are considered to be closed when **accumulating** solvent-contaminated wipes when there is complete contact between the lid and the rim of the container. As an example, if the solvent-contaminated wipes are accumulated in a 55-gallon container the container is considered closed if the lid is in complete contact with the rim of the container. The lid does not need to be secured using a ring and bolt.
6. Once the container is full, when solvent-contaminated wipes are no longer being accumulated, or during transportation the containers must be sealed with lids secured to prevent leaks or emissions.
7. Solvent-contaminated wipes can be accumulated for 180 days from the start date of accumulation.
8. All free liquids must be removed from containers prior to shipment off-site for cleaning.
9. All free liquids removed from the solvent-contaminated wipes must be managed as a hazardous waste.

RECORDKEEPING

Generators must maintain the following documentation:

1. For reusable wipes, the name and address of the laundry or dry cleaner that is cleaning the solvent-contaminated wipes.
2. Documentation that the 180-day accumulation time limit is being met.
3. A description of the process they are using to ensure that the solvent-contaminated wipes contain no free liquids when shipped off-site for cleaning.

NOTE: The solid waste exclusion only applies when the solvent-contaminated wipes are cleaned at a laundry or dry cleaner whose discharge, if any, is regulated under sections 301 and 402, or 307 of the Clean Water Act. A laundry or dry cleaner whose discharge is treated at a Publicly Owned Treatment Works (POTW) meets this requirement.

Disposable Solvent-Contaminated Wipes

Solvent-contaminated wipes that are sent for disposal are not hazardous wastes from the point of generation if they are managed according to the following requirements:

1. The solvent-contaminated wipes do NOT contain trichloroethylene.
2. Solvent-contaminated wipes are accumulated, stored, and transported in non-leaking closed containers that are labeled “**Excluded Solvent-Contaminated Wipes.**”
3. The accumulation start date must be marked on the container. The accumulation start date is the date that the first solvent-contaminated wipe is placed in the container.
4. The containers must be able to contain free liquids.
5. The containers should contain only solvent-contaminated wipes (e.g., no PPE, absorbent material, etc.).
6. Containers are considered to be closed when **accumulating** solvent-contaminated wipes when there is complete contact between the lid and the rim of the container. As an example, if the solvent-contaminated wipes are accumulated in a 55-gallon container the container is considered closed if the lid is in complete contact with the rim of the container. The lid does not need to be secured using a ring and bolt.
7. Once the container is full, when solvent-contaminated wipes are no longer being accumulated, or during transportation the containers must be sealed with lids secured to prevent leaks or emissions. When in transportation the container must meet all DOT packaging and closure requirements if the material is classified as a hazardous material.
8. Solvent-contaminated wipes can be accumulated for 180 days from the start date of accumulation.
9. All free liquids must be removed from containers prior to shipment off-site for disposal.
10. All free liquids removed from the solvent-contaminated wipes must be managed as a hazardous waste.

RECORDKEEPING

Generators must maintain the following documentation:

1. The name and address of the landfill or combustor that is disposing or burning the solvent-contaminated wipes.
2. Documentation that the 180-day accumulation time limit is being met.
3. A description of the process they are using to ensure that the solvent-contaminated wipes contain no free liquids when shipped off-site for disposal or combustion.

APPROVED DISPOSAL AND COMBUSTION FACILITIES

Solvent-contaminated wipes may be disposed in the following facilities:

1. A municipal solid waste landfill regulated under 40 CFR 258,
2. A hazardous waste landfill regulated under 40 CFR 264 or 265,
3. A municipal waste combustor regulated under CAA Section 129, or
4. A hazardous waste combustor, boiler, or industrial furnace regulated under 40 CFR 264, 265, or 266 Subpart H.

NOTE: Solvent-contaminated wipes can **NOT** be disposed in Construction landfills.

Other Requirements

The Paint Filter Liquids Test (Method 9095B) should be utilized to determine whether solvent-contaminated wipes contain no free liquids.

Solvent-contaminated wipes managed in accordance with this final rule are **NOT** considered hazardous wastes and therefore are not included in a generator's hazardous waste generator status calculation and are not required to be included in the hazardous waste biennial report.

Solvent-contaminated wipes can be transported as a non-hazardous waste on a shipping paper (a hazardous waste manifest is not required for shipment off-site for cleaning or disposal).

Effective Date

This final rule becomes effective on January 31, 2014. However, this final rule includes requirements that are **LESS** stringent than those in the RCRA hazardous waste program, is a non-HSWA rule, and States are not required to adopt the conditional exclusions. Therefore, this final rule will not become effective in authorized states until they adopt the final rule.

EPA is encouraging States to adopt this final rule so that solvent-contaminated wipes can be managed using consistent regulations throughout the country. For this reason EPA has delayed the effective date of this final rule until January 31, 2014 to allow States time to adopt these exclusions.

Link

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-31/pdf/2013-18285.pdf>

B. EPA Community Right-to-Know; Adoption of 2012 North American Industry Classification System (NAICS) Codes for Toxics Release Inventory (TRI) Reporting; Direct Final and Proposed Rules

On July 18, 2013, EPA published a direct final rule (78 FR 42875-42886) and a proposed rule (78 FR 42910-42921) amending the Toxics Release Inventory (TRI) reporting requirements to require the use of the 2012 North American Industry Classification System (NAICS) codes.

Summary

EPA promulgated a final TRI NAICS rule on June 6, 2006, to amend its regulations for TRI to include NAICS codes in addition to SIC Codes. The list of TRI NAICS codes in the final rule were the NAICS codes in the Office of Management and Budget (OMB) 2002 NAICS revisions. EPA updated the list of NAICS codes in 2008 to incorporate changes to the TRI NAICS codes from the OMB 2007 NAICS revisions. OMB revises the NAICS codes every five years.

The direct final rule will update the list of NAICS codes subject to reporting under the TRI to reflect the OMB 2012 NAICS revisions. This will require facilities to use the 2012 NAICS codes when submitting TRI reports beginning with TRI reporting forms that must be submitted to EPA on July 1, 2014.

Effective Date

The direct final rule will become effective on October 16, 2013, unless EPA receives adverse comment by August 16, 2013.

Link

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-18/pdf/2013-17298.pdf>

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-18/pdf/2013-17297.pdf>

C. EPA Spring 2013 Semi-Annual Regulatory Agenda; Notice

On July 3, 2013, EPA published the Spring 2013 Semi-Annual Regulatory Agenda.

Summary

EPA publishes a semi-annual regulatory agenda twice per year. The semi-annual regulatory agenda describes a broad universe of regulatory activities that are under development or review. The Spring 2013 Semi-Annual Regulatory Agenda includes the following topics:

Solid Waste and Emergency Response – Final Rule Stage
1. Modifications to RCRA Rules Associated with Solvent Contaminated Industrial Wipes
2. Hazardous Waste Manifest Revisions – Standards and Procedures for Electronic Manifests
3. Revisions to Export Requirements of the Cathode Ray Tube (CRT) Rule
4. Hazardous Waste Management System: Conditional Exclusion for Carbon Dioxide (CO2) Streams in Geological Sequestration Activities
Solid Waste and Emergency Response – Proposed Rule Stage
1. Management Standards for Hazardous Waste Pharmaceuticals
2. Improvements to the Hazardous Waste Generator Regulatory Program
Solid Waste and Emergency Response – Long Term Actions
1. Hazardous Waste Requirements for Retail Products; Clarifying and Making the Program More Effective

Link

The link below will allow you to view/print the Spring 2012 Semi-Annual Regulatory Agenda.

http://www.reginfo.gov/public/do/eAgendaMain?operation=OPERATION_GET_AGENCY_RULE_LIST¤tPub=true&agencyCode=&showStage=active&agencyCd=2000&Image58.x=41&Image58.y=13

D. DOT/FMCSA Hours of Service for Commercial Motor Vehicle Drivers; Regulatory Guidance Concerning Off-Duty Time

On July 12, 2013, the Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA) published regulatory guidance (78 FR 41852-41853) concerning the conditions that must be met in order for a commercial motor vehicle (CMV) driver to record meal and other routine stops made during a work shift as off-duty time.

Summary

FMCSA has reviewed the existing guidance and determined that it includes language that is overly restrictive and inconsistent with the hours of service regulations. The old guidance stated that a driver had to get written instruction from his employer spelling out how long the off-duty time would be. Under the new guidance, there is no requirement for employer instructions, either written or verbal. The new guidance states that drivers may record meal and other routine stops, including the 30-minute break required by the new hours of service rule, as off-duty time provided they are relieved of duty for the truck and its cargo and they are at liberty to pursue activities of his/her choosing.

Previous Guidance

Question: What conditions must be met for a CMV driver to record meal and other routine stops made during a tour of duty as off-duty time?

Guidance:

1. The driver must have been relieved of all duty and responsibility for the care and custody of the vehicle, its accessories, and any cargo or passengers it may be carrying.
2. The duration of the driver's relief from duty must be a finite period of time which is of sufficient duration to ensure that the accumulated fatigue resulting from operating a CMV will be significantly reduced.
3. If the driver has been relieved from duty, as noted in (1) above, the duration of the relief from duty must have been made known to the driver prior to the driver's departure in written instructions from the employer. There are no record retention requirements for these instructions on board a vehicle or at a motor carrier's principal place of business.
4. During the stop, and for the duration of the stop, the driver must be at liberty to pursue activities of his/her own choosing and to leave the premises where the vehicle is situated.

Revised Guidance

Question: What conditions must be met for a CMV driver to record meal and other routine stops made during a work shift as off-duty time?

Guidance:

1. The driver is relieved of all duty and responsibility for the care and custody of the vehicle, its accessories, and any cargo or passengers it may be carrying.
2. During the stop, and for the duration of the stop, the driver must be at liberty to pursue activities of his/her choosing.

Effective Date

This guidance became effective on the date of publication, July 12, 2013.

Link

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-12/pdf/2013-16687.pdf>

E. DOT/PHMSA Hazardous Materials: Approval and Communication Requirements for the Safe Transportation of Air Bag Inflators, Air Bag Modules, and Seat-Belt Pretensioners (RRR); Final Rule

On July 30, 2013, the Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA) published a final rule (78 FR 45880-45893) adopting revisions to the Hazardous Materials Regulations (HMR) applicable to air bag inflators, air bag modules, and seat-belt pretensioners.

Summary

This final rule incorporates two special permits into the HMR and amends the current approval and documentation requirements for a material appropriately classified as a Class 9, UN3268 air bag inflator, air bag module, or seat-belt pretensioner. These revisions are intended to reduce the regulatory burden when transporting these items while continuing to maintain an equivalent level of safety.

Incorporation of Special Permits

PHMSA is incorporating 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 transportation of Class 9, UN3268 air bag inflators, air bag modules, and seat-belt pretensioners. DOT-SP 13996 allowed 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 Class 9, UN3268 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. The packaging provisions of this special permit have been adopted into 49 CFR 173.166(e)(6).

DOT Approval Process

Currently, manufacturers of air bag inflators, air bag modules, and seat-belt pretensioners are required to have the devices tested by authorized explosive testing agencies, submit the testing results to the Associate Administrator and obtain authorization in the form of an EX number.

In this final rule, PHMSA is adopting changes to the HMR that will provide relief from this requirement for devices classified as Class 9, UN3268. Manufacturers of the devices are still required to submit new designs to an authorized testing agency for examination and testing. If the devices pass Test Series 6(c) of the UN Manual of Tests and Criteria (currently required by Special Provision 160) and are determined to meet the Class 9 criteria, they will be excepted from the requirement to obtain an EX approval from PHMSA. The testing agency is required to provide a detailed report on each tested design to the manufacturer. Key components of the report include a description of the design; explanation of the tests performed and results; and a recommended classification for tested designs. The manufacturer must retain the report for as long as the design is in production and for 15 years thereafter. Manufacturers of devices meeting the Class 9 classification may continue to receive EX approvals by submitting their designs for examination and testing in accordance with 49 CFR 173.56(b) if they so choose.

Air bag inflators, air bag modules, or seat-belt pretensioners that meet the criteria for a Division 1.4G explosive when tested in accordance with the UN Manual of Tests and Criteria, 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

In the new 49 CFR 173.166(c)(2) PHMSA has adopted an exception for Class 9 (UN3268) air bag inflators, air bag modules, or seat-belt pretensioners in that EX numbers are not required on the shipping paper.

As required by 49 CFR 173.166(c)(1) EX numbers must continue to be indicated on the shipping papers for devices classified and approved as a Division 1.4G material.

Safety Restraint Systems Installed in Vehicles

Air bag inflators, air bag modules, or seat-belt pretensioners classified as Class 9 (UN3268) and installed in a motor vehicle, aircraft, boat or other transport conveyance or its completed components such as steering columns or door panels are not subject to the requirements of the HMR.

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.

Special Provision 161

Special Provision 161 has been revised to read:

“For domestic transport, air bag inflators, air bag modules or seat-belt pretensioners that meet the criteria for a Division 1.4G explosive must be transported using the description, ‘Articles, pyrotechnic *for technical purposes*,’ UN0431. See 49 CFR 173.166(d)(1) for an exception regarding air bag inflators, air bag modules, or seat-belt pretensioners that are installed in a motor vehicle, aircraft, boat or other transport conveyance or its completed components, such as steering columns or door panels.”

Effective Date

This final rule will become effective on August 29, 2013, and voluntary compliance will be allowed beginning on July 30, 2013.

Link

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-30/pdf/2013-18263.pdf>

F. DOT/PHMSA Paperless Hazard Communications Pilot Program; Notice and Request for Comment

On July 19, 2013, the Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA) published a notice (78 FR 43263-43268) seeking volunteers for a pilot program that will evaluate the effectiveness of a paperless hazard communications system.

Background

The Hazardous Materials Regulations (HMR) require a person who offers hazardous materials for transportation in commerce to describe the hazardous materials on a shipping paper. The shipping paper requirements identify key hazard communication information (e.g., UN number, proper shipping name, hazard class, packing group, type and quantity of packaging and emergency response telephone number). A paper copy of the shipping paper must accompany the hazardous material during transportation.

Beginning in 2007, PHMSA started looking into the requirements that would allow for a paperless hazard communications system. PHMSA believes that a paperless hazard communication is possible and that a pilot program will demonstrate the capabilities of an electronic system (e-system).

Pilot Program

The goal of the paperless hazardous communications pilot program is to determine if e-systems are a feasible and effective means of providing hazard communication. PHMSA will collect information and data as part of the pilot test in order to evaluate the system and to collect data and information outside the pilot tests to analyze potential impacts (e.g., safety, security, benefits, and costs) of using e-systems.

With this notice PHMSA is seeking volunteers to participate in a pilot program to evaluate a paperless hazard communications system and seeking comment on a paperless program.

Volunteer Interest and Comments Due

Volunteers must submit a notification of interest by September 17, 2013. Comments must be submitted by that same date.

Link

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-19/pdf/2013-17363.pdf>

G. OSHA QuickCard Comparing NFPA and HazCom 2012 Container Labels Published

On July 17, 2013, the Occupational Safety and Health Administration (OSHA) along with the National Fire Protection Agency (NFPA) published a QuickCard that compares the NFPA 704 Diamond label with the HazCom 2012 label.

NFPA 704, *Identification of Hazards of Materials for Emergency Response*, uses a combination of color coding and numbers to describe a hazard’s severity to assist emergency responders in the event of a fire or spill.

The Hazard Communication 2012 Standard (HazCom 2012) is a workplace chemical information system developed to provide information and safe work practices for employees working with chemicals. This information is conveyed to the employees using labels, Safety Data Sheets, and training.

Some emergency responders and companies are concerned that the NFPA 704 rating system and the HazCom 2012 hazard rating systems could be confused because the rating systems are inverted (e.g., NFPA 704 uses a rating system of 0-4 with 4 being the most severe hazard while HazCom 2012 uses a 1-4 rating system where 1 is the most severe hazard).

To address this concern a QuickCard has been developed to show the differences between the two systems.

Link

The link below will allow you to view/print the QuickCard.

http://www.nfpa.org/Assets/files/AboutTheCodes/704/NFPA704_HC2012_QCard.pdf

H. OSHA Spring 2013 Regulatory Agenda; Notice

On July 3, 2013, the OSHA published the Spring 2013 Semi-Annual Regulatory Agenda.

Summary

OSHA publishes a semi-annual regulatory agenda twice per year. The semi-annual regulatory agenda describes a broad universe of regulatory activities that are under development or review. The Spring 2013 semi-Annual Regulatory Agenda includes the following topics:

Occupational Safety and Health Administration – Final Rule Stage
1. Walking and Working Surfaces and Personal Fall Protection Systems (Slips, Trips, and Fall Protection)
2. Occupational Injury and Illness Recording and Reporting Requirements – NAICS Update and Reporting Provisions
Occupational Safety and Health Administration – Proposed Rule Stage
1. Occupational Exposure to Crystalline Silica
2. Occupational Exposure to Beryllium
3. Improve Tracking of Workplace Injuries and Illnesses
4. Consensus Standard Update – Signage
5. Clarification of Employer’s Obligation to Make and Maintain Accurate Records of Work-Related Injuries and Illnesses
6. Injury and Illness Prevention Program

Occupational Safety and Health Administration – Long Term Actions
1. Bloodborne Pathogens
2. Combustible Dust
3. Infectious Diseases
4. Reinforced Concrete in Construction and Preventing Backover Injuries and Fatalities
5. Standards Improvement Project IV
6. Review/Lookback of OSHA Chemical Standards
7. Process Safety Management and Flammable Liquids

Link

The link below will allow you to view/print the Spring 2013 Semi-Annual Regulatory Agenda.

http://www.reginfo.gov/public/do/eAgendaMain?operation=OPERATION_GET_AGENCY_RULE_LIST¤tPub=true&agencyCode=&showStage=active&agencyCd=1200&Image58.x=60&Image58.y=20

I. NRC Revision of Fee Schedules; Fee Recovery for Fiscal Year 2013; Final Rule

On July 1, 2013, the Nuclear Regulatory Commission (NRC) published a final rule (78 FR 39461-39491) amending 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 increasing the licensing, inspection, and annual fees charged to applicants and licensees. Following are the fees that have a potential to impact Veolia ES Technical Solutions operations.

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.	\$5,800
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
Application for export or import of nuclear material not requiring Commission or Executive Branch review, or obtaining foreign government assurances. Application – new license, or amendment; or license exemption request.	\$3,300
Minor amendment of an export or import license, for example, to extend the expiration date, change domestic information, or make other revisions that do not involve any substantive changes to license terms and conditions or to the type/quantity/chemical composition of the material.	\$1,400

Effective Date

These fees will become effective on August 30, 2013.

Link

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

<http://www.gpo.gov/fdsys/pkg/FR-2013-07-01/pdf/2013-15529.pdf>