

COUNTRY SHEET: UNITED KINGDOM

United Kingdom is a member country of the OECD Nuclear Energy Agency. For more information on the legal, regulatory and institutional frameworks for nuclear activities in the United Kingdom, see [here](#).

1. APPLICABLE NUCLEAR THIRD PARTY LIABILITY REGIME

International convention(s):

- 1960 Paris Convention on Third Party Liability in the Field of Nuclear Energy (“Paris Convention”)
- 1963 Brussels Convention Supplementary to the 1960 Paris Convention (“Brussels Supplementary Convention”)

National law(s):

- The Nuclear Installations Act 1965 (the “NIA 65”)

2. NUCLEAR THIRD PARTY LIABILITY AMOUNT(S) UNDER THE APPLICABLE NATIONAL LAW(S)¹

Transport to/from a nuclear installation located in the United Kingdom (“the Country”):

- GBP 140 million for most nuclear operators
- GBP 10 million for defined low risk sites

[Section 16 of the NIA 65]

The United Kingdom (UK) being party to the Paris Convention, amounts of nuclear liability for transport applicable to operators of nuclear installations situated in the territory of a Contracting Party to the Paris Convention shall be determined by the national legislation of the operator liable wherever the nuclear incident occurs [i.e. Article 7(d) of the Paris Convention applies].

Transit through the Country:

- GBP 140 million for most nuclear operators
- GBP 10 million for defined low risk sites

There are no specific provisions on the amounts of nuclear liability applicable to transit under the NIA 65. Therefore, the requirements relevant to transport will also apply to transit.

The liability limit for transport is defined by the site liability limit for the responsible operator.

3. FINANCIAL SECURITY/INSURANCE LIMITS UNDER THE APPLICABLE NATIONAL LAW(S)

Domestic transport:

- GBP 140 million for most nuclear operators
- GBP 10 million for defined low risk sites

International transport to/from a nuclear installation located in the Country:

- GBP 140 million for most nuclear operators
- GBP 10 million for defined low risk sites

[Section 16 of the NIA 65]

Transit through the Country:

- GBP 140 million for most nuclear operators
- GBP 10 million for defined low risk sites

There are no specific provisions on the financial security limits for transit under the NIA 65. Therefore, the requirements relevant to transport will also apply to transit.

UK law does not provide that certificates of financial security detail the amount applicable for each transit country.

4. CERTIFICATE OF FINANCIAL SECURITY REQUIRED UNDER THE APPLICABLE NATIONAL LAW(S)

*Certificate of Financial Security for national transports:*²

Not required [Section 21(4A) of the NIA 65]

*Type of Certificate of Financial Security for international carriage:*³

- International transport to/from a nuclear installation located in the Country:
Required [Section 21(3) of the NIA 65]
The carrier shall be provided by the responsible operator with a document describing the nuclear substances carried and the funds available to satisfy any claim for nuclear damage in case of an incident. The conditions are set by sections 7, 8, 9 and 10 of the NIA 65; the amount of coverage is set by section 16(1) of the NIA 65 and by the [Nuclear Installations \(Prescribed Sites\) Regulations 2018](#). Potential exclusions are defined by the [Nuclear Installations \(Excepted Matter\) Regulations 2017](#).
The model certificate of financial security provided in the Steering Committee Recommendation of 8 June 1967 [[NE/M \(67\)1](#)] is followed.

- Transit through the Country:
Required
As the NIA 65 does not contain specific requirements relating to transit, the requirements relevant to transport will also apply to transit.

Specific requirement(s) regarding the entity to issue the Certificate of Financial Security:

International transport to/from a nuclear installation located in the Country:
No specific requirement

Transit through the Country:
No specific requirement

5. ENTITY BEARING NUCLEAR LIABILITY AND REFERRED TO IN THE CERTIFICATE OF FINANCIAL SECURITY⁴

Transport from/ to a nuclear installation located in the Country:

- Operator
- National carrier
- Foreign carrier

UK law does not allow a national carrier bear nuclear liability.

Transit through the Country:

- Operator
- National carrier
- Foreign carrier

As the NIA 65 does not contain specific requirements relating to transit, the requirements relevant to transport will also apply to transit.

6. EXCLUSIONS UNDER THE APPLICABLE NATIONAL LAW(S)

*Exclusion of small quantities of nuclear substances:*⁵

Applied under national legislation

*Exclusion of radioisotopes which have reached the final stage of fabrication:*⁶

Applied under national legislation

*Exclusion of certain kinds of nuclear substances (only applies to Contracting Parties to the Paris Convention):*⁷

Applied under national legislation

7. COMPETENT PUBLIC AUTHORITIES

In charge of verifying the certificate of financial security:

Responsible operator

In charge of authorising a national/foreign carrier to bear nuclear liability:

Not applicable in the UK (liability remains with the responsible operator)

In charge of stating in the certificate of financial security that the person named in the certificate is an operator in accordance with the nuclear legislation in the Country:

Department of Business, Energy and Industrial Strategy

Entitled to confirm that the transported substances are covered by the definition of “nuclear substances” (as defined under the Paris Convention) or “nuclear material” (as defined under the Vienna Conventions and the CSC):

The Office for Nuclear Regulation

8. CONTACT FOR QUESTIONS RELATING TO NUCLEAR LIABILITY AND TRANSPORT IN THE COUNTRY

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NOTES

- * **“Transport”** means an international or domestic carriage of nuclear substances by any means of transportation (i.e. sea, air or land) beginning with the departure from a nuclear installation of the sending operator and ending with the arrival at a nuclear installation of the receiving operator.

“Transit” means temporary movement of nuclear substances within the territory of a State that is not the State of departure, where the sending operator is located, or the State of destination, where the receiving operator is located.
- 1 All nuclear liability conventions (with the exception of the [Vienna Convention](#)) expressly provide that the amount of compensation will be determined by the national legislation of the liable operator. See Article 7(d) of the Paris Convention and the [Revised Paris Convention](#), Article V.3 of the [Revised Vienna Convention](#), and Article 6.1 of the Annex to the [Convention on Supplementary Compensation](#) (CSC).

 Notwithstanding the above, a country may, under certain conditions, subject the transit of nuclear substances through its national territory to an increased nuclear liability amount not exceeding the maximum amount of liability of the operator of a nuclear installation situated in its territory. This is expressly provided in Article 7(e) of the Paris Convention and the Revised Paris Convention, and Article 6.2 of the Annex to the CSC.
- 2 National law may exclude the obligation of the operator liable to provide the carrier with an insurance certificate or other financial security if the carriage takes place wholly within the national territory of a country. This is expressly provided in Article 4(c) of the Paris Convention and the Revised Paris Convention, and Article III of the Revised Vienna Convention.
- 3 The NEA Steering Committee for Nuclear Energy (the “Steering Committee”) recommended to the Contracting Parties to the Paris Convention a model certificate of financial security for the carriage of nuclear substances on 8 June 1967 [[NE/M\(67\)1/NE\(67\)9](#)]. There is no distinction between transport and transit regarding this recommendation.
- 4 National law may provide that a carrier bears nuclear liability in substitution for an operator of a nuclear installation in its territory. This is expressly provided in Article 4(d) of the Paris Convention and Article 4(e) of the revised Paris Convention, Article II.2 of the Vienna Convention and the revised Vienna Convention, Article 3.2 of the Annex to the CSC.
- 5 For the Paris Convention, see the Steering Committee Decision of 3 November 2016 [[NEA/SUM\(2016\)2/NEA/NE\(2016\)8/FINAL](#)]; and for the IAEA Conventions, see the Board of Governors Resolution of 20 November 2014 [[GOV/2014/63](#)]. There is no distinction between transport and transit regarding this exclusion.
- 6 See Article 1(a)(iv) of the Paris Convention and the Revised Paris Convention, and the Steering Committee Recommendation of 19 April 2018 [[NEA/SUM\(2018\)1/NEA/NE\(2018\)3/FINAL](#)]; Article I.1(g) of the Vienna Convention and the Revised Vienna Convention; and Article 1.1(e) of the Annex to the CSC. There is no distinction between transport and transit regarding this exclusion.
- 7 See the Steering Committee Decision of 27 October 1977 [[NE/M\(77\)2/NE\(77\)20](#)]. There is no distinction between transport and transit regarding this exclusion.