

6th February, 2013

Ramsden Dock Terminal Stakeholder Group

Minutes of the 9th Meeting, INS Barrow Marine Terminal

Present

Cllr. David Pidduck, Chairman

Ben Todd, Communications Manager, INS; RDTSG Secretary

Joanne Lane, Senior contract manager, Ship Management, INS

Rupert Wilcox-Baker, Corporate Responsibility Director, INS

Bernard Payne, Barrow Marine Terminal Manager, INS

Jon Wright, Ship Management, Serco

Jon Griffiths, Cumbria Fire and Rescue

1. The Chairman opened the meeting and apologies for absence were received from Austen Skinner, DRS; Phil Huck, Barrow Borough Council; Cllr. Gary Strong, Barrow Borough Council; Ted Hawksworth, Cumbria Constabulary; Paul Jervis, ABP; Matt Fox, INS.

2. The minutes of the previous meeting were reviewed and the two outstanding actions were agreed to be complete as follows:

Action 08/01: Bernard Payne to provide investment figures for Barrow Marine Terminal to Phil Huck. £175,000 study was being commissioned into the lifetime plan for the facility, primarily using local contractors.

Action 08/02: Rupert Wilcox-Baker indicated that he had spoken to the Office of Nuclear Regulation regarding its attendance at future meetings and that the representative would attend the next meeting subject to diary commitments.

No matters arising were put forward and the minutes were then agreed to be an accurate record.

3. Joanne Lane introduced herself as the individual responsible for the ship management contract with Serco and gave the following update on transport operations.

General

Since the last meeting, INS has delivered a number of significant shipments, whilst managing all transport assets / infrastructure in a safe and efficient manner. The Serco, PNTL and INS partnership has also developed with a full Document of Compliance being granted by the UK Maritime and Coastguard Agency (MCA).

Pacific Heron and Pacific Egret

These vessels are awaiting their next voyage. Pacific Heron will undertake a routine dry dock in March.

Pacific Grebe

Pacific Grebe successfully departed Barrow on 9th January, 2013 with the third shipment of High Level Waste (HLW) from the UK to Japan (and 15th in the series of shipments from Europe). She safely transited the Panama Canal at the end of January and is due to arrive in Japan at the end of the month. During the loading operations at Barrow INS and PNTL received a 'no notice' audit by the UK Office of Nuclear Regulation - Civil Nuclear Security. No non-conformances were found during the inspection.

Oceanic Pintail

The Oceanic Pintail has successfully completed a shipment of Category III material from Germany to the USA under the US Global Threat Reduction Initiative (GTRI). She is now alongside in Barrow awaiting her next assignment.

Atlantic Osprey

The Atlantic Osprey is currently in Barrow pending further shipments of Intermediate Level Waste (ILW) from Scrabster to Antwerp. She has already successfully completed three of these shipments since the last meeting. The vessel has also successfully completed two shipments of Mixed Oxide Fuel (MOX) from Sellafield to Germany at the end of 2012. The fuel was then transported by road to the Grohnde nuclear power station. Greenpeace took direct action against both shipments although INS was granted a legal injunction from the German Court to limit their activities to safe and legitimate protest. The injunction was made for the safe operation of the vessel and the protestors' safety. The injunction did limit protest activity on the second transport.

Ship Management

The contract for ship management is now embedded and working well. Serco and the fleet were audited by the MCA in December, 2012 and were granted a full Document of Compliance. All of the ships were also awarded full safety management and security certification. INS and PNTL have also recently been re-certified by Lloyds Register for Quality Assurance as compliant with ISO 9001-2008 and ISO 14000-2004. Serco were thanked for their support during the audits.

A member of the public asked if the revised Spanish language factsheets on the PNTL websites for both Pacific Grebe, Pacific Heron and Pacific Egret indicated that there was a Mox transport imminently.

Ben Todd replied that both INS and PNTL websites had been moved onto a new content management system and had been rebranded in the last year or so and that the translated factsheets were updated, however they were not new and had always been there.

4. Bernard Payne then gave the following update:

We have previously advised that a 25-year lifetime study of the terminal assets and energy review recommendations is to be carried out. A work scope has been finalised and includes a consideration to install solar panels to further reduce the carbon footprint of the facility.

A project team has been appointed to arrange the required surveys and put together a programme of inspection works, which will include architects, civil engineers, security and crane consultant studies.

The survey study is to commence in early spring 2013 and will represent survey fees in the region of £175k being distributed through various local suppliers where this expertise is available.

Once the study and recommendations have been agreed it is anticipated these modernisation works will take two to three years to complete and would represent further major capital investment and commitment to continue operations in Barrow for the foreseeable future.

A number of minor improvements have been carried out at the terminal including:

- Upgrades carried out on the 150te Crane Brake system controller's conversion to PLC Operation, this provides energy saving, improves safety and combats obsolescence of original control system.
- Upgrades to ladies toilet facilities and decoration.

A number of further improvements are under consideration to be carried out later this financial year, these include:

- the refurbishment of the mess room and kitchen area
- upgrades to the conference rooms to include video conferencing, furniture and decoration

The terminal continues to provide a selection of services to the PNTL vessels and also the NDA fleet including:

- TN28 flask repositioning voyage to Cherbourg on Pacific Grebe.
- Departure of Pacific Grebe on a High Level Waste returns shipment to Japan.
- Preparations for departure of Pacific Heron for routine Dry dock Inspections.
- BT had also carried out a survey

Audits

Routine audits have been carried out by INS (Management Systems), ONR (Office of Nuclear Regulation-Security and Regulatory Compliance) and Hydrop (Water Monitoring) for legionella with no non-conformances recorded.

Training

The INS Terminal team were working closely with Cumbria Fire and Rescue Service and training by them had been undertaken on a couple of occasions specifically looking at the evacuation of injured personnel from the shore crane, dock rescue techniques and routine familiarization by other shift pattern crews.

Personnel at the terminal have undergone various courses, depending on their specific roles.

In addition INS is introducing an IMDG (International Maritime Dangerous Goods) awareness course for all site employees; this is in addition to the Dangerous Goods by Sea qualification held by the site Management Team and was to ensure compliance with mandatory requirements coming into force next year.

Safety

Since the last meeting the Barrow Marine Terminal has operated over 3000 days without a lost time accident being recorded.

Visitors

Since July 2012 the Terminal has hosted over 10 visits with delegates from:

- ONR-Office of Nuclear Regulation on several occasions.
- Panamanian Journalists for Global Acceptance Agreement in support of trade routes.
- Chubu – Japanese customer delegates.
- ORC –Overseas Reprocessing Committee delegates from Japan.
- Japanese VIP delegates-Ex Prime Minister and political delegates; Mr Payne noted that this had been a very humbling experience
- USDOE – United States Department of Energy on several occasions.
- DECC-Department of Energy, Civil Constabulary, review of CNC Operations.
- INLA-International Nuclear Law Association, International Conference of Delegates.
- British Ambassador for Japan, familiarisation visit prior to taking up post in Tokyo.

5. Mr Wilcox-Baker then introduced himself and gave the following update:

Quality and Environmental Managements Systems Certifications

Lloyds Register Quality Assurance (LRQA) completed the certification surveillance audit of the International Nuclear Services (INS) and Pacific Nuclear Transport Limited (PNTL) in October 2012.

The primary focus of this audit being the application of the International Quality Management Systems standard ISO 9001:2008, the Environmental Management Systems standard ISO 14001:2004. The audit also included preparation for the full recertification audit in late January 2013. A report will be provided at the next RDTSG meeting.

The surveillance audit proved successful, confirming that INS and PNTL management systems continue to be effective and well maintained, with no nonconformity's raised during the audit.

Health & Safety Managements System

The current INS H&S management system (MS) is based on the Health and Safety Executive guidance - HSG65. A gap analysis has been carried out of the MS against the British Standard 'Occupational Health and Safety Management System' - OHSAS18001:20007.

The processes were found to be robust and fit for purpose. Results of the gap analysis found small areas of improvement to bring the H&S MS in line with the British Standard. These minor Improvements are scheduled to be implemented early 2013.

EH&S Policies

Following the re-branding of INS, the INS EH&S policy has been reformatted to reflect the new corporate image. Following an annual review of both the INS and PNTL EH&S policies, their content and commitments were deemed fit for purpose and given final INS Board approval in July 2012.

The PNTL EH&S policy has been reviewed and re-signed by the new PNTL General Manager. The change of General Manager from Alastair Brown to Matt Fox, Head of Transport Operation, follows the outcome of the organisational review of INS and its staff structure for the delivery of INS business.

Environmental

There have been no reportable environmental events either on the PNTL vessels or at the Barrow Terminal since the last meeting.

Waste Water

The small amount of water 'run off' collected from spent fuel flask rail wagons in France which was being temporarily stored at the Marine terminal has now been removed from site and disposed of under the authority and scrutiny of the Environment Agency.

It had been agreed with Sellafield Ltd, the Environment Agency and Copeland Borough Council that this water could be disposed of through the Sellafield Ltd water treatment systems. Sellafield Transport undertook the road transfer from the Terminal to Sellafield.

Conventional Safety

INS

Within INS there has been one minor injury which resulted in a Days Away Case, where a contractor working at the Marine Terminal damaged a siatic nerve. One Medical Treatment Case has been reported where an INS employee received hospital treatment when he injured himself in his free time when on business overseas. There have also been three minor injurious events, one resulted in minor bruising and one minor scalding.

Ships

PNTL accident performance this year is as follows; one major injury (puncture wound to the chest) resulting in hospital treatment. The events leading to the injury have been thoroughly investigated and a range of improvements already made or in hand. Three minor injuries; two required first aid treatment and one attended hospital but no further treatment given. One of the minor injuries occurred when the seafarer was off duty.

Near Misses

There has been one 'near miss' report within INS. This event was related to the Risley office relocation project during refurbishment work.

PNTL have reported one near miss when timbers slipped while being loaded and fell into the dock water between the MV Egret and MV Heron.

Radiological Safety

For all voyages completed in the last twelve month's, the radiation exposure to seafarers and terminal operatives continued to be very low. Individual doses are less than 1 milliSievert,

which is the internationally accepted annual dose limit for the general public and the lowest category set by the IAEA for occupational control arrangements.

Terminal Transformer CDM project

The project to improve the capability of the electrical transformers at the Marine Terminal is now complete. This project involves the upgrading of the ship to shore power supplies at the Terminal using local contractors. The project falls under the remit of the Construction (Design and Management) Regulations and is classed as a Notifiable Project to the Health and Safety Executive.

There has been no Environment, Health or Safety events associated with this project. The upgrade of the ship to shore power supplies enables the Terminal to feed more ships from the national grid. This will reduce the use of the ships generators, and subsequently reduce the CO2 footprint of the ships.

In addition, the redundant transformer has been refurbished with the unit available for reuse.

Terminal 25 year Life Time Study Project

A desk top study by INS Project Management section is being initiated to review the current infrastructure at the Terminal. This study will establish, against the expected future INS/PNTL operational activities, any alterations, modification and refurbishments required to facilitate future business activities over the coming 25 years.

It is not envisaged that major construction activities will be required at the Terminal.

A member of the public said to Mr Wilcox-Baker that in the past for many years he had represented INS at the West Cumbria Site Stakeholder Group Commercial (WCSSG) sub-committee and that that had been restructured. The member of the public asked if Mr Wilcox-Baker had been approached to sit on the sub-committee dealing with nuclear materials.

Mr Wilcox-Baker agreed that he had represented INS and been replaced by INS's commercial director Pete Buchan. As far as he was aware INS had not been invited and was not aware the committees had been restructured. Mr Wilcox-Baker acknowledged that the inference of the question was that INS should be there.

The member of the public replied that he had been trying for some time to get INS there and couldn't understand why industry didn't want to talk about transport, which made up such a big part of the work. He said that he had asked about INS membership on the sub-committee six months ago.

Mr Wilcox-Baker stated that he would be happy to attend if invited and offered to speak to the sub-committee secretary. [Secretary's note: INS will attend a sub-committee of the WCSSG in future]

The chairman stated that normal practice was to wait to be invited.

A member of the public asked with reference to the use of the Atlantic Osprey shipments from Dounreay to Belgium, how many more there would be given that the vessel was way past the 25-year operating life times of PNTL vessels.

Ms Lane answered that the Atlantic Osprey was fully certified to undertake this work and that two more shipments to Belgium were planned. Ms Lane added that the fleet was under constant review according to what future business was available for both the Atlantic Osprey and Oceanic Pintail.

A member of the public referred to an INS Board paper relating to the transfer of ownership of the Oceanic Pintail to the Nuclear Decommissioning Authority in which several references were made to the Oceanic Pintail replacing the Atlantic Osprey.

Ms Lane answered that any business assessment took into account future customer demand for each vessel.

Mr Wilcox-Baker reiterated that the Atlantic Osprey remained fully compliant having been inspected by the relevant independent authorities and meeting or exceeding their requirements. He added that INS would not operate vessels that didn't meet these standards and that future business for the vessels would be evaluated as part of their business case.

A member of the public said that there was discrepancy between the way PNTL vessels were retired and those of the NDA fleet.

Mr Wilcox-Baker said that if PNTL customers chose to replace vessels after 25 years then that was a matter for them.

A member of the public replied that the Atlantic Osprey were NDA vessels.

Mr Wilcox-Baker replied that the member of the public had drawn a comparison with PNTL vessels.

The member of the public agreed.

6. The Chairman asked if there was any other business; there wasn't and therefore he closed the meeting at 1105hrs.

Summary of actions

No actions

Distribution

RDTSG members, INS and PNTL websites, members of the public on request