

10<sup>th</sup> July, 2013

## **Ramsden Dock Terminal Stakeholder Group**

Minutes of the 10<sup>th</sup> meeting, Law Library, Barrow Town Hal

### **Present**

Cllr. David Pidduck, Chairman

Ben Todd, Communications Manager, INS; RDTSG Secretary

Peter Buchan, Business Development and Corporate Responsibility Director, INS

Bernard Payne, Barrow Marine Terminal Manager, INS

Jon Wright, Ship Management, SERCO

Ted Hawksworth, Cumbria Constabulary

Paul Jervis, Associated British Ports

Phil Huck, Chief Officer, Barrow Borough Council

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1. The Chairman opened the meeting and welcomed Peter Buchan as a new member to replace the now-retired Rupert Wilcox-Baker.

Mr Buchan said that he'd been in the nuclear industry since the 1990s with BNFL and had moved to his current role from being INS's commercial director, following Mr Wilcox-Baker's retirement. Mr Buchan summarised his responsibilities as environment, health, safety, quality, legal, security, human resources and communications. He finished by saying he was looking forward to working with the committee.

2. The minutes of the previous meeting were then reviewed. There was one typo amendment on page 2, with the minutes to be adjusted and republished on the PNTL website. Mr Buchan also noted that INS had fulfilled its commitment to attend the West Cumbria Sites Stakeholder Group and he had attended in April.

There were no actions from the previous meeting.

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

3. Bernard Payne delivered the following report on Transport Operations:

### **General**

Since the last meeting, INS has delivered a number of significant shipments.

**Pacific Heron and Pacific Egret**

These vessels are currently in Japan following the successful delivery of MOX fuel. The Heron will return to Barrow towards the end of July and the Egret in September following the collection of empty packages.

**Pacific Grebe**

Pacific Grebe is currently berthed in Barrow following the successful delivery of the 15<sup>th</sup> transport of High Level Waste to Japan. The vessel will remain at Barrow until the next shipment to reposition empty packages from France planned for the Autumn.

**Oceanic Pintail**

The Oceanic Pintail is currently alongside in Barrow in a state of warm lay-up awaiting her next assignment.

**Atlantic Osprey**

The Atlantic Osprey is currently in Barrow following the successful transport of material from the UK to Sweden and is awaiting her next assignment.

**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 Compliant. 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.

*The chairman proposed that with the vessels in port it could be a good time to hold an open day. Mr Payne replied that this could be looked in to as part of INS's commitment to transparency, current port security regulations made this very difficult to do. Mr Buchan said that INS already ran a busy programme of smaller visits with targeted stakeholders which was more achievable within the current regulations.*

4. Bernard Payne then also gave the following update on the INS Terminal operations:

**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 late summer 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 to ladies toilet facilities and decoration.
- the refurbishment of the mess room and kitchen area

A number of further improvements are under consideration to be carried out in the near future, these include:

- Upgrade of Broadband connection but installation survey revealed supply conduit collapses off site requiring excavation.

*Mr Huck enquired as to where the collapses were and that BT had not been in touch with the Council on the matter.*

*Mr Payne responded that the collapses were between the INS Terminal facility and St George's Square and that BT had set it was going to talk to other parties involved in the matter.*

*Mr Huck reiterated that the Council had not yet been approached.*

- Upgrades to the conference rooms to include video conferencing, furniture and decoration.
- Repair programme on the 150te Crane including renewal of external control housing cabinet and some minor steelwork repairs to access walkways and motor/gearbox protection covers.

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

- Departures of Pacific Egret & Pacific Heron for Sea Trials and routine Dry-Dock in April
- Departures of Pacific Egret & Pacific Heron for Cherbourg to load MOX fuel shipment to Japan.
- Arrival of Pacific Grebe from a High Level Waste returns shipment to Japan and assistance with Flask Frame loading trials.
- Assistance to the Emergency Response Team for Exercise and drill training.
- Co-ordination of minor repairs to Pacific Egret and quayside fenders after a collision.

## **Audits**

Routine audits have been carried out by TRANSEC (DfT Security in Ports), ONR (Office of Nuclear Regulation-Security and Regulatory Compliance), LRQA (Lloyds Register QA) of Management Systems and Hydrop (Water Monitoring) for legionella with no non-conformances recorded.

### **Training**

INS has a good working relationship with Cumbria Fire and Rescue Service and familiarisation visits by the Fire Brigade had been undertaken on a couple of occasions specifically looking at the evacuation of injured personnel from the shore crane, confined space entry procedures, dock rescue techniques and routine familiarisation 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.

*Mr Payne enquired whether this was something that ABP port operatives undertook and Mr Jervis noted that ABP did this training already.*

### **Safety**

Since the last meeting the Barrow Marine Terminal has operated over 3,200 days without a lost time accident being recorded.

### **Visitors**

Since January 2013 the Terminal has hosted delegation visits from:

- Panamanian Politicians and Journalists for Global Acceptance Agreement in support of trade routes.
- ORC –Overseas Reprocessing Committee delegates from Japan.
- DECC-Department of Energy and Climate Change

*Mr Buchan noted that this visit had focused on transport security and was to ensure that the visitors were comfortable with INS transport security arrangements.*

- TNI -French customer liaison visit.
- Fleetwood Nautical College cadet visit.

*Phil Huck asked if Mr Payne was aware of the proposal from James Fisher and Sons regarding the Corvettes moored for the last few years in Ramsden Dock. The proposal was to put portcabins on the shore and Mr Huck said he wasn't aware whether INS had been consulted.*

*Mr Payne said they had not been consulted but that he didn't expect land-based arrangements to impact on INS operations.*

*Mr Jervis said that two options were being considered; one was the land accommodation, the other was a floatel to accommodate Corvette's crews while refurbishment work was carried out on their vessels. He stated that no decisions had been made.*

*Mr Huck added that James Fisher and Sons were intending to approach INS to discuss possibly accommodating Corvette crews on PNTL vessels during the works.*

*Mr Payne said that no such proposal or approach had been made.*

*Mr Huck said that any adjustment to Corvette accommodation would required planning permission and expected an application to be received by officers at some point.*

5. Mr Buchan then gave the following update:

### **Quality and Environmental Management Systems**

#### **Certifications**

Lloyds Register Quality Assurance (LRQA) completed the re-certification audit of the International Nuclear Services (INS) and Pacific Nuclear Transport Limited (PNTL) in February 2013.

The five-day audit focused on the application of the International Quality Management Systems standard ISO 9001:2008, the Environmental Management Systems standard ISO 14001:2004.

#### **Environmental Health & Safety Managements System**

The INS and PNTL Environmental Management Systems have been certified to ISO 14001 since 1997 and this continues following a successful recertification audit by Lloyds Register Quality Assurance (LRQA) in March 2013. The LRQA report found no non-conformities, with only one minor scope for improvement in the area of cover and support for specialist / unique roles within the organisation.

The INS Health & Safety management system has been produced in line with the OHSAS18001 standard. This process involved incorporating the existing H&S MS elements which were originally based on Health and Safety Executive (HSE) guidance model – HSG65.

INS are seeking to gain accreditation to OHSAS18001 with LRQA in 2014.

#### **EH&S Policies**

Our EH&S Policy is reviewed annually at various committees with final approval being given by the INS Executive and Board. The policy is also cascaded into our subsidiaries INS Japan KK, INS France SA and PNTL.

PNTL embraces the commitments and ethics outlined in the INS Policy with additional specific maritime elements. The PNTL Policy is approved by the PNTL Executive and Board and signed by the PNTL General Manager. 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.

**Surrender of Rad Waste Permit**

A review against revised waste legislation lead to INS being able to surrender its radioactive waste permit for Barrow Marine Terminal (BMT). This gives assurance that the waste arisings from our health physics operations will not exceed statutory limits and be disposed of correctly. Also that BMT is no longer on the public register of sites requiring a radioactive waste permit.

**EH&S Performance during 2012/13**

The EH&S performance of the company and its subsidiaries continues to compare favourably to other similar industries with a reduction in Total Recordable Incident Rate (TRIR), Lost Time Accident Rate and RIDDOR. Sickness rates also compared well with industry too. However, there have been two reportable non-injurious events in PNTL, both related to ship operating procedures.

**Radiological Safety**

The INS radiological management system has been reviewed by the INS Radiological Protection Advisor and a PNTL chief officer (a nominated officer for Health Physics activities). This involved a complete review of the health physics instruction for INS employees and ships instructions, health physics ship logbook and radiological protection programmes.

For all voyages completed in the last 12 months, 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.

*Phil Huck enquired about the repairs required following a collision at the terminal. Mr Payne said there had been a minor incident where the Pacific Egret had impacted the terminal causing some damage to the quayside fenders and slightly denting its bow. Repair work was drawing to a conclusion on the land-based damage. Repair work lasting about a fortnight had been carried out on the vessel.*

*Mr Wright said that the Marine Accident Investigation Board were satisfied and that in shipping terms it was a relatively minor event.*

*Mr Buchan pointed out that the vessel had been repaired, the repairs had been certified, and the vessel had then undertaken a successful voyage to deliver Mox fuel to Japan.*

6. The Chairman asked if there was any other business and Ben Todd highlighted that between INS and PNTL the following support to community projects had been given, or was about to be given:
- Barrow Food Bank – a new large chest freezer had been donated to store perishable food. Mr Buchan and Mr Todd were visiting the Food Bank after the meeting to look at how INS and PNTL could support it in other ways.
  - Barrow Junior Citizen scheme – complete funding of £4,750 had been provided to Cumbria Fire and Rescue Service to run a scheme for 1,200 local school children, teaching them life skills, health and well being advice with the aim of improving prospects and social inclusion.
  - Morecambe Bay Partnership – funding was due to be awarded to environmental schemes on Walney Island for which volunteering from INS and PNTL was also expected to be possible.

*Mr Huck asked whether INS was expecting an increase in activity at the terminal in the short and medium term.*

*Mr Todd answered that the desire, as stated in the past, was to maximise the market opportunities for Barrow-based vessels and crews, by growing the business in the market of transporting specialist nuclear materials for non-proliferation purposes.*

*Mr Huck asked about whether new build offered any opportunities, such as shipping components for new power stations.*

*Mr Buchan said that there may be some opportunities in that area.*

The Chairman asked if there were any further questions. There weren't and the meeting was closed at 1108hrs.

**Summary of actions**

No actions

**Distribution**

RDTSG members, INS and PNTL websites