

Ramsden Dock Terminal Stakeholder Group

Minutes of the 12th meeting, Barrow Town Hall, Barrow-in-Furness, 1030hrs

Present

Cllr. David Pidduck, Chairman

Ben Todd, Communications Manager, INS; RDTSG Secretary

Peter Buchan, Business Development and Corporate Responsibility Director, INS

Bernard Payne, Marine Terminal Manager, INS

Joanne Lane, Senior Contract and Terminal Manager, INS

Jon Wright, Ship Management, SERCO

Paul Jervis, Associated British Ports

Phil Huck, Chief Officer, Barrow Borough Council

Kyle Palmer, Communications and Marketing Manager, Direct Rail Services

Jon Griffiths, Cumbria Fire and Rescue Service

Ted Hawksworth, Cumbria Constabulary

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1. The Chairman opened the meeting at 1030hrs and invited all attendees to introduce themselves noting that a member of the press was present
 2. The minutes of the 11th meeting were reviewed and were agreed. The actions from the previous meeting were agreed to be close
 3. Joanne Lane gave the following review of marine operations:

Update

Since the last meeting, INS has delivered a number of significant shipments. These have helped the Nuclear Decommissioning Authority's meet its contracted services with overseas utilities; and have also contributed significantly to global nuclear security and nuclear non-proliferation activities.

Pacific Egret

The vessel has completed two high security shipments to the US as part of the Global Threat Reduction initiative. It has also made a short voyage to France to collect empty flasks and is currently alongside in Barrow awaiting further transports.

Pacific Heron

The vessel is now alongside in Barrow awaiting further transports. The vessel is currently in a fully operational state.

Pacific Grebe

Pacific Grebe is currently berthed in Kobe, Japan, following the successful completion of the 16th transport of High Level waste to Japan, the largest yet from the UK and an indication of the success of this programme. The ship's departure was delayed due to high winds preventing crane operations, however, the vessel departed 36 hours late, early on the morning of February 14th. It arrived 23rd April having travelled via the Cape of Good Hope.

Oceanic Pintail

The Oceanic Pintail is currently undergoing a major programme of refurbishment in support of future business carrying out both NDA-related operations and also non-NDA related work that INS is going out and competing for in the global market place.

Atlantic Osprey

The Atlantic Osprey is being decommissioned and is currently berthed in Barrow. It is expected to be towed in August to its final destination, which will be announced very shortly once necessary tendering processes have been completed.

Ship Management

The contract for ship management is now embedded and working well. SERCO and the fleet were audited by the MCA in February, 2014 and the full Document of Compliance was renewed.

A member of the public asked if Mrs Lane could explain what flasks were returned to Barrow on the Pacific Egret the other day. Mrs Lane confirmed they were high level waste flasks from France that had been maintained.

A member of the public asked Mrs Lane if it was not a bit misleading to describe the February shipment by the Pacific Grebe as the 16th shipment of high level waste given that it was only the fourth from the UK. Mrs Lane agreed it was right that it was the fourth from the UK but because PNTL was responsible for the return of waste from France and the UK to Japan, it was the 16th such shipment. Mrs Lane agreed that that could have been made clearer.

A member of the public said he couldn't understand why INS was spending all the money refurbishing the Oceanic Pintail on a ship that was well past its sell-by date and asked about the type of refurbishments that are going on. Mrs Lane responded that the programme of upgrades would take the vessel into operation until 2021 and included on the marine side upgrading cabin areas, wet rooms, painting and general refurbishment. And also there was refurbishment of the security systems following new regulations. Peter Buchan challenged the statement "well past its sell-by date" saying that INS complied with and exceeded all maritime regulations and if INS wasn't happy with the vessel it wouldn't be used. He added that these were not major refurbishments to do with sea-worthiness, something which had never been in question; they were general refurbishment to enable the seafarers to have a good working environment and to comply with security requirements.

A member of the public said it was questionable given past custom and practice where ships were retired on or around 25 years of service, that the Oceanic Pintail really clocking up time. Mr Buchan responded that there has never been an official policy of retiring ships at 25 years; in the past circumstances where they had been retired at that age had come about by looking at future business requirements and when we might wish to replace them and that was the basis for the decisions at the time. Mr Buchan said that the same process was used with the Oceanic Pintail and looked at its future business prospects and 25 years was not a hard and

fast timeline that we need to abide by. This was about maintaining compliance with the regulations and making sure we can exceed those regulations.

A member of the public asked if Mr Buchan would hazard a guess as to the proportion of future work for the Oceanic Pintail that would be non-nuclear. Mr Buchan responded that the principle aim for the Oceanic Pintail was for nuclear business.

The chairman checked that that was all the questions at this point from the member of the public, who confirmed it was.

4. Bernard Payne then gave the following review of terminal operations:

Update

During exceptionally strong winds in February, a vessel berthed at the Terminal sheared the base fixings on one of the quayside bollards, so as a precaution all the quayside bollard fixings have been examined and repairs carried out where appropriate. An emergency situation developed to recover the lost rope and that situation dissipated during the night. Since then we have examined all the other fixings and have overhauled and refurbished them where applicable.

In May, the INS graduates organised a community day at the terminal which saw 35 members of the community visit the terminal, tour the Pacific Egret, a Direct Rail Services locomotive and meet two officers of the Civil Nuclear Constabulary's escort group. A school competition to design a ship for carrying nuclear materials resulted in seven school children joining the day, with £3,000 in prize money being awarded to local schools for science, technology, engineering and maths activities. This money went to Ulverston Victoria, Dowdales and Walney schools. This competition will run again next year, along with an open day tailored more towards schools as part of our efforts to support the communities work to inspire Barrow's future generations.

INS has decided to change the facilities management provider for its Barrow Marine Terminal from James Fisher Shipping Services (JFSS) to MITIE. Under EU law, the current contract with JFSS cannot be extended beyond December 2014. As a subsidiary of the Nuclear Decommissioning Authority, INS has decided to use an existing framework agreement for all government facilities management services, for which MITIE is the provider. JFSS employs 12 people at the INS Barrow Marine Terminal and in these circumstances their roles are protected by law, so they will remain employed with MITIE if they choose to change companies. As well as the reassurance this gives those individuals, this also means much of the contract value, which is made up of salaries, will stay in the Barrow community.

Work has begun on upgrading the Terminal facility resulting from the 25-year lifetime study of the terminal's assets:

- We have installed solar panels sufficient to power the terminal when now vessels are in port requiring shore power, helping to reduce the carbon footprint of our daily operations. Since then we have had several carbon neutral days.

- We have also started a programme of work on the 150te Crane including renewal of external control housing cabinet and some minor steelwork repairs to access walkways and motor/gearbox protection covers.
- A security system upgrade is being carried out to perimeter and access security arrangements
- Draft plans have been drawn up to upgrade the conference rooms to include video conferencing, furniture and decoration

We anticipate all the 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.

One particularly visible part of this work that will have tangible community benefits will be making surface repairs and improvements to site overspill car park area including seating and landscaping to improve the area for community use.

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

- Return voyage for Pacific Egret from USA as part of the Global Threat Return Initiative on behalf of President Obama.
- Departure of Pacific Grebe for HLW16 returns to Japan.
- Assistance to the Emergency Response Team for exercise and drill training with Japanese rescue agencies.
- Assistance to Oceanic Pintail refurbishment programme and Atlantic Osprey decommissioning project.

Audits

Routine audits have been carried out by TRANSEC (Department for Transport Security in Ports), Office of Nuclear Regulation (ONR), Lloyds Register of Quality Assurance, INS Quality Assurance for Management Systems and Hydrop (Water Monitoring) for legionella with no non-conformances recorded.

Training

Familiarisation visits by the Fire Brigade have 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 for Risk Assessment by other shift pattern crews.

Personnel at the terminal have undergone various courses, depending on their specific roles to maintain regulatory compliance.

Safety

Since the last meeting the Barrow Marine Terminal has operated over 3,563 days without a lost time accident being recorded.

Visitors

Since December 2013 the Terminal has hosted delegation visits from:

- Overseas Reprocessing Committee members and TEPCO
- Office of Nuclear Regulation
- Sellafield Nuclear Graduates
- Barrow Community Day, local Stakeholders
- UK Department of Energy and Climate Change

Phil Huck asked if it was TUPE transfer and how many had chosen to transfer. Mr Payne answered that the announcement had only recently been made and the personnel were still digesting the news and there would be support and transfer programme between INS, MITIE and James Fishers Shipping Services. It would hopefully be an amicable transfer and there was no reason to believe there would be any job losses or people refusing to transfer.

Mr Huck asked for clarification on the implications of the TUPE law in terms of protecting terms and conditions. Mr Payne clarified that under that law companies couldn't demand that employees transferred under less favourable conditions and gave examples to illustrate that there would be no net loss of terms and conditions.

Mr Huck asked if it was a move to a framework agreement that was initiating the transfer of employees. Mr Payne said that it was a framework agreement that was already in use at Sellafield and that it would give us an overall benefit of having a greater range of service provider and reduce some overhead costs. Mr Buchan added that the JFSS contract couldn't be extended further and because there was an existing framework for the NDA family that all NDA sites use, it seemed natural for INS as a subsidiary to use that.

A member of the public asked that who MITIE was. Mr Buchan answered that MITIE was a large national facilities management company, thought to be a UK company and they had won a competition run by the NDA. They already provide services to Sellafield and other sites.

A member of the public asked what MITIE stood for. No-one knew but Mr Payne added that they had more than 700 employees at Sellafield and were a very large company.

A member of the public stated that effectively this brought to an end JFSS association with nuclear ships. Mr Buchan clarified that it brought to an end JFSS association with INS, PNTL ships and Barrow Marine Terminal activities but that JFSS had its own shipping operations.

5. Peter Buchan then gave the following report on environment, health, safety and quality performance:

Heath Safety and Environmental Managements Systems

The INS Health & Safety management system (MS) is now certified to OHSAS18001 standard by LRQA. The certification process involved a two stage audit approach. The stage one desktop audit in December 2013 looked at the overall MS and its compliance with the standard. This audit found two non-conformances, one relating to document control and retention; the other concerned the application of compliance in internal audit activities.

In March 2014, the stage two full certification audits examined in detail the Health & Safety MS and its application throughout the business. Audits of activities at Herdus House, Barrow Marine Terminal and Hinton House were scrutinised with positive results. The two non-conformances from stage one were both closed out with the auditor during the stage two. Only one minor non-conformance was found during the stage two relating to overdue DSE assessments. A plan to close the non-conformance is in place and is near completion.

This certification does not cover PNTL, the ship management system has been approved by the MCA in line with maritime health and safety regulation and standards.

The INS and PNTL Environmental Management Systems have been certified to ISO 14001 since 1997 and this continues following a successful surveillance audit by Lloyds Register Quality Assurance (LRQA) in March 2014. The LRQA report found no non-conformities or observations.

EH&S Policies

The INS 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. A preliminary review has taken place at the INS strategic safety meeting, INSAFE. Comments from this meeting will be incorporated before final Board approval.

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.

EH&S Performance during 2013/14

Health & Safety

The EH&S performance of the company and its subsidiaries has unfortunately seen an increase in Total Recordable Incident Rate (TRIR) and Lost Time Accident Rate (Days Away Case Rate (DACR)). The rise in the TRIR is due to an increase in recordable events from three in FY12/13 to five in FY13/14 and DACR from one to two respectively. In PNTL there have been two major injuries and one minor injury which have resulted in lost time accidents (LTAs). The two major injuries were reportable to the Marine Accident Investigation Branch. One related to a serious injury to a seafarer who fell in the accommodation stairwell requiring the seafarer to be airlifted to hospital for treatment. The second related to a contractor who tripped and fell on to a sharp object and suffered cuts to her arm requiring hospital treatment. The minor LTA related to a seafarer who fainted sustaining head injuries from the collapse. There have also been three medical treatment cases / restricted work cases (MTC/RWC) within PNTL.

INS has had one MTC/RWC when an employee suffered a cut to the hand while removing a metallic document binder.

INS takes EH&S performance seriously and one of the key strategic objectives recently set by INS is to achieve a platinum standard for its safety culture. The INS safety culture climate survey is being driven by the INS EH&S team who are assessing the current culture and seeking ways to improve it further.

The performance of the current PNTL Safety Culture Improvement Programme which began in early 2013, will be reviewed by INS for its effectiveness across the fleet.

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Environmental

Since the last meeting there has been one environmental event that was reported to the MCA and ABP Barrow relating to a discharge from the sewage system of the Oceanic Pintail into the Barrow dock. Both the MCA and ABP have not requested any further information on this or taken any action. Processes have been put in place by the Ships Management (Serco) to ensure that this cannot re-occur.

There have been no reportable environmental events at the Barrow Terminal since the last meeting.

Radiological Safety

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.

A member of the public asked what, or a range, of what the doses actually were including the highest dose, for the seafarers. Mr Buchan replied that he didn't know of the top of his head but would provide a range in order to protect the data of individuals.

6. Kyle Palmer from Direct Rail Services (DRS) then gave the following update:

Since our last meeting DRS has completed seven moves in and out of Barrow which has been a combination of both loaded and empty:

- 3 in January
- 2 in February
- 2 earlier this month

There have been no incidents or accidents and DRS continues to use the new protocols with the operation of the ground-frame at Barrow.

In May DRS were delighted to be invited to support the Stakeholder event in Barrow and brought along a Class 37 Locomotive that it typically used on the services we operate in and out of the terminal.



As part of the infrastructure support we provide, DRS supported Network Rail by delivering materials required for the track repair work following the flooding along the Cumbrian Coast.

Or seasonal work is now being planned as we prepare to enter Rail Head Treatment Train (RHTT) Season when our trains are out clearing the tracks of fallen leaves in the autumn and snow clearing in the winter.

Our new Class 68 locomotive is now fully commissioned and licensed to operate on the UK network and will soon undertake training and performance trials. Seven of the original 15 have now arrived in the UK and a further 10 have been ordered.

We have recently won a major contract with Chiltern for six of these locomotives to service their franchise that operates the Birmingham and London Marylebone routes.

We have recently renewed our contract to provide Thunderbird services to Virgin, these locomotives are stabled all over the UK and are deployed to rescue the passenger trains that are broken down on the network keeping passengers moving and disruption on the network to a minimum.

Earlier this month DRS ran a series of special trains to move some of the 4million spectators at the Tour de France in Yorkshire, in total we operated an additional 34 passenger services providing the much needed extra capacity.

This Saturday we are hosting our Annual Charity Open Day in Crewe.

7. INS Strategy update

Peter Buchan gave an overview of the INS strategy as follows:

INS, as a subsidiary of the NDA for more than six years, has been gradually building up its business. We still provide the bulk of our services to the NDA, manage the commercial utility contracts for Sellafield; the NDA's intellectual property and know-how, and we are looking to develop opportunities for this overseas. Most recently we signed a Memorandum of Understanding with China, but beyond that we also have work that we're helping UK Trade and Industry with at Fukushima, such as helping exchanges of information between Sellafield Ltd and TEPCO with our Tokyo office.

We're also developing a Centre of Excellence for nuclear transports. We design and licence nuclear transport flasks and we work with companies to develop transport systems and co-ordination activities. This is important for the UK because there are requirements for the UK to transport for many year to come and we're helping develop and maintain those skills within the UK which is very important.

In addition we have our shipping expertise, developed through PNTL, and that has helped establish INS in the international arena as the leading organisation to undertake specialist

nuclear transports. We continue to repatriate materials from the UK but there are also future requirements to ship waste back from France to Japan. In addition we play an important role globally in the US-led Global Threat Reduction Initiative by being the best-placed organisation to securely transport nuclear material from around the world to the USA. This will continue for several years which will allow the UK to contribute to this important role. It's very notable that Barrow plays a key role in this hugely important international programme and we would like to continue with that.

We are looking to develop our strategy in all three of those areas in order to bring value in all three of those areas.

In relation to that strategy and a particular point to make on the record at this meeting is that trials will be taking place in the autumn at the INS Barrow Marine Terminal as part of the testing of a potential alternative route for transporting nuclear materials that are currently stored at Dounreay, but which need to be moved to Sellafield.

The Nuclear Decommissioning Authority engaged with the public on the strategy for the management of the nuclear materials held at Dounreay, known as exotics, in 2011, from which a preferred option of transporting them to Sellafield was agreed in 2013. The Dounreay nuclear fuels are to be co-located with similar materials at Sellafield, saving taxpayers' money. The trials will appear very similar to the nuclear transports that we undertake at the moment, such as exporting nuclear waste, or departing the UK with empty ships to collect cargoes from other countries.

The difference will be that these trials will simulate bringing nuclear material in to Barrow for onward transit to Sellafield.

Currently all our operations bring material from Sellafield to Barrow to load it on to ships for overseas transport. The last occasion when the reverse happened was one shipment of spent fuel in each of 2006 and 2007; and before that spent fuel transited through Barrow to Sellafield in a sustained fashion for 40 years up until 2005.

Barrow is very well suited to this type of work with its local expertise, excellent understanding of nuclear issues and its infrastructure for handling nuclear cargoes. Potentially this could lead to a programme of regular shipments from Dounreay to Barrow and on to Sellafield for several years.

A member of the public asked for confirmation that the trials are to do with exotics not rail activities currently undertaken from Dounreay by DRS. Mr Buchan confirmed it was to do with exotics.

A member of the public asked for an estimate, if the trials were successful, when the transports might start. Mr Buchan said that it wouldn't be appropriate to give a date for security reasons but it may be a few months after that, depending on the outcome of the trials.

A member of the public asked that in terms of business development, would INS be looking at building a new ship using the designs of the school children submitted on the community day.

Mr Buchan commented that he was incredibly impressed by the designs but was not sure that they'd be using the drawings as a basis for new ships.

8. Any other business

Ben Todd gave an overview of INS community interactions since the last meeting. He highlighted that the overall approach for INS was to be guided by the community on what it needed, not what INS thought it needed. The targets were disadvantaged members of society and also community groups and that enabling funds were thought to be of most support.

Mr Todd noted that following a visit to Drill Hall in Dalton, INS had decided to support the continued renovation led by the trustees and Cllr. Doughty with a £5,000 donation for the new heating system and insulation.

In addition, £5,000 had been donated towards the start-up costs for a Time Bank programme in the Barrow area; a rigid inflatable boat from Oceanic Pintail had been gifted to Barrow Sub Aqua club worth around £10,000; and £5,200 had been donated to the Summer School Pilot being initiated by John Woodcock MP to pay for classroom space.

Jon Griffiths, highlighted INS's funding to Barrow Junior Citizenship Scheme, now in its 25th year and said that without the funding it wouldn't have been able to take place. He noted that 47 schools, comprising more than 1,000 Year 6 children had visited Barrow Fire Station for talks aimed at avoiding anti-social behaviour and forging stronger links with the fire crews.

The Chairman explained that there was a will to open up the meeting more, noting that there were restriction on certain aspects of INS business. He invited members to suggest ideas of how to do that over the following couple of weeks and send them in

Phil Huck said he welcomed the development, noting that the nuclear industry was a huge growth sector. He requested to understand more about INS's economic development impact.

Ben Todd then offered to show the committee members and members of the public a new sales video that INS had had produced as an example of how INS presents itself in the marketplace. This video was shown in full

The Chairman then closed the meeting at 11.35.

Action number	Description	Name	Status
	There were no actions.		