

Ramsden Dock Terminal Stakeholder Group

*Minutes of the 15th meeting, Barrow Town Hall, Barrow-in-Furness, 1030hrs
14th December, 2015*

Present

Cllr. David Pidduck, Leader of Barrow Council; RDTSG Chairman
Sam Wilkinson, Communications Manager, INS; RDTSG Secretary
Phil Huck, Chief Officer, Barrow Borough Council
Peter Buchan, Shipping Director, INS
Rob Wood, Marine Terminal Manager, INS
Adam Taylor, SERCO
Cllr. Trevor Biggins, Barrow Borough Council
Jane Foreman, Communications, INS
Kyle Palmer, Communications Manager, DRS

1. The chairman commenced the meeting at 10:40hrs and took apologies from Roger Exley from Cumbria Fire & Rescue, John Griffiths from Cumbria CC, and Paul Jervis from AB Ports.
2. Peter Buchan placed on record his thanks to the Chair for allowing Cameron Buchan to attend the last meeting in July whilst he was on work experience with INS. The minutes from the previous meeting were agreed and there were no matters arising.
3. Peter Buchan then gave the following report on the marine operations.

Update

The time since the last meeting has been a busy period seeing a number of transports being completed and preparations for forthcoming shipments.

Exotics Transport

One highlight has been INS involvement in the first consignment of fuel known as “exotics” which was moved from Dounreay in Scotland to Sellafield. A huge amount of work from several agencies went into making sure this operation was completed safely and securely. A record we’re committed to maintaining over the coming months and years.

A member of the public representing CORE (Cumbrians Opposed to a Radioactive Environment) tabled some questions at the meeting about this movement:

1. *For the information of the Committee, would relevant attendees respond to CORE’s criticism of the decision to transport unirradiated plutonium fuel from Dounreay’s Prototype Fast Reactor (PFR) to Sellafield on Monday 7th*

December despite ...

- a) the continuing havoc being inflicted at the time on Cumbria and the Scottish Borders northwards by Storm Desmond*
- b) the earlier closure from flooding and other damage of the main West Coast rail line which officially re-opened at midday on Tuesday 8th December (Virgin Trains info)*
- c) tests to determine whether coastal line services between Workington and Barrow could be resumed only being scheduled for the morning of the 7th December (Northern Rail info)*
- d) the expected closure of the coastal line between Workington and Carlisle until Tuesday 8th December because of significant flood and wind damage (Northern Rail info)*

2. Given that the Dounreay transport will have left Georgemas station either on the evening/night of Sunday 6th December or at the latest in the early hours of Monday for the 400 mile journey to Sellafield, would relevant attendees respond to the following questions:-

- a) Who was responsible for making the perverse decision to allow the transport to leave Dounreay against the clearest evidence and forecasts at the time (as the Network Rail quote above on Sunday 6th December) of the highly compromised rail and road systems between Scotland and West Cumbria?*
- b) How did such a decision comply with the vital safety legislation required for such transports?*
- c) How did such a decision comply with the stringent security requirements for the transport of nuclear materials, specifically those that contain unirradiated plutonium ?*
- d) What consideration was given to the potential for emergency services to respond to an incident involving the transport when the capacity of such services would have been fully stretched on the civil rescue operation?*
- e) Why, under the somewhat obvious circumstances, did common sense did not prevail – by delaying the transport until its safety and security could be better guaranteed?*

In response Peter Buchan explained that as with all our operations, safety and security is our Number 1 priority. He explained that in order to comply with national regulations he was unable to go into specific details regarding the operation because it could compromise future movements.

Movements are approved according to stringent transport regulations using proven transport methods and operational controls. These include robust and vigorous contingency arrangements to deal with events such as those experienced over the period of the move. They can only take place if they comply with all applicable legislation.

Various trials have been undertaken to test the safe and secure transportation of the material and the Office for Nuclear Regulation and NDA were satisfied that appropriate plans are in place to proceed.

This was a multi-agency operation that was undertaken in close cooperation with key partners including the emergency services and transport partners including Network Rail.

The conditions for the movement and the safety and security of the operation were monitored and assessed at all stages. The operation would not have gone ahead if it was deemed to be unsafe at any stage, or if any of the agencies involved were unable to fully support it.

The transportation of nuclear materials is a tried and tested practice that's been in place for decades without any major incidents. INS has a flawless nuclear safety record stretching back 40 years. We are committed to maintaining that record.

The programme of movements is expected to take several more years to complete.

Pacific Egret

The vessel is now alongside in Barrow following completion of her first dry dock in Falmouth and a short visit to dry dock in Merseyside for some minor repairs to equipment.

Pacific Heron

The vessel is now alongside in Barrow following a short visit to dry dock in Merseyside for some minor repairs to equipment.

Pacific Grebe

Pacific Grebe is currently berthed in Kobe, Japan following the successful completion of the 17th transport of High Level Waste to Japan. The vessel is due to return in Spring 2016.

Oceanic Pintail

Following the completion of four successful transports, including the first return of vitrified waste to Switzerland, the vessel is currently berthed in Barrow.

Ship Management

The contract for ship management is now embedded and working well. SERCO

and the fleet were audited by the Maritime and Coastguard Agency in December 2015 and the full Document of Compliance was renewed.

4. Rob Wood then gave the following report on the INS Marine Terminal operations and performance.

Update

The following work has recently been completed or is in progress to continue the upgrade of the Terminal facility:

- Quayside concrete and rail repairs and associated drainage work
- Installation of 4 additional storm bollards which will be used as further contingency when severe weather is forecast. A measured survey of the site has been completed, next phase of design and implementation has gone out to tender
- Shore crane paint coatings renewed
- Sliding gate renewal due to HSE machinery regulation change
- Switch room ventilation system to keep ambient room temperature and reduce fire risk

We anticipate that further 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.

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

- HLW Flask Repositioning Voyages
- Receipt and discharge of Exotics Cargo
- General Lifts for Vessels Servicing and Maintenance

Audits

A range of audits have been completed including LRQA 9001, 14001 & 18001, INS Quality Assurance for Management Systems, LOLER (Lifting Operations & Lifting Equipment) Audit and Hydrop (Water Monitoring) for legionella, no non-conformances were recorded.

Training

We continue to host familiarisation visits by the Police, Fire Brigade and Ambulance Service 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 shift pattern crews.

Personnel at the terminal have continued to receive training and refresher courses, depending on their specific roles to maintain regulatory compliance.

Safety

Since the last meeting the Barrow Marine Terminal has operated over 4180 days without a lost time accident being recorded.

Visitors

Since July 2015 the Terminal has hosted delegation visits from:

- Panamanian MP's
- Japanese
- US DOE
- Overseas Reprocessing Committee
- World Nuclear Transport Institute
- Caribbean

Community

INS continues to support the local community when possible. We are guided by the community on what support it needs. Along with supporting community groups that have affiliations with our business, such as maritime activities, we support schemes that inspire youngsters, particularly those with challenging circumstances, to seek a brighter future, trigger personal aspirations that support Barrow's future.

We also support causes that develop strong communities, such as the renovation of buildings that allow local groups to grow and thrive for the benefit of the community's integration, health and well-being.

Over the past 6 months we have:

- Provided funding to Walney Island Football U12's for new tracksuits.
- Provided further support and funding to the Barrow Foodbank, in particular, by sponsoring and participating in the recent wheelie bin challenge.
- Contributed funding to the Dalton Community Association for improvements, including a new IT suite, to the Dalton Drill Hall, a community facility in Dalton.
- Participated and provide funding to the Furness Future Leaders Academy – a venture conceived by John Woodcock MP and overseen by the Inspire Furness team. The vision for the Academy is to develop leadership and entrepreneurial skills in young people who show early potential. It involved around 100 ten year old students participating in various activities, workshops and training at Furness College during the Summer.

Phil Huck explained that there were significant development activities being planned for land close to the Barrow Marine Terminal. He promised to keep INS, via Rob Wood, updated of this activity.

5. Peter Buchan then gave the following report on the INS and PNTL Environment, health and safety performance and activities.

Health, Safety and Environmental Management Systems

The INS Environmental Management Systems continue to be certified to ISO 14001 – (the Environmental Management Standard). Lloyds Register Quality Assurance (LRQA) carried out surveillance audit in October 2015. No non-conformities were found.

In March 2015, Serco attained ISO14001 certification for the PNTL Ships. The scope of the INS Management System has been adjusted to ensure no overlap between the INS and Serco Systems. Relevant data, such as the Environmental aspects register, has been transferred to the Serco/PNTL management system.

The INS Health & Safety management system continues to be certified to OHSAS18001 by LRQA. Since the last RDTSG meeting there has been a surveillance audit in October 2015. During this audit, a minor non-conformance was found at the INS office at Herdus House. This issue will be resolved in December 2015.

The ship management system continues to be approved by the Maritime and Coastguard Agency in line with Maritime Health and Safety Regulations and Standards.

There have been internal audits to check legislation compliance against Work at Height Regulation and the Lifting Operations Regulation at Barrow Marine Terminal. No major issues have been found and corrective actions have been raised for the minor findings.

The EH&S department continues to monitor relevant legislation and regulation. There has been one change in legislation which affects INS. The Construction (Design and Management) Regulations 2015 and systems have been adjusted to reflect this change.

A set of metrics has been further developed to monitor the performance of INS management systems and all of its processes. These metrics have been analysed following six months of data collection at the November INS management system review. An ONR audit in December concluded that significant improvements had been made.

EH&S Policies

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

The annual policy review was submitted to INS Board in September 2015.

Minor changes were suggested and the policy is expected to be issued by the end of the calendar year.

PNTL embraces the commitments and ethics outlined in the INS Policy with additional specific maritime elements. The PNTL Policy will be reviewed once the INS policy is issued.

EH&S Performance during 2014/15

Health & Safety

The practice of analysing event trends is part of our Learning from Experience process. All events are logged on the Assurance Database for recording, sentencing and trending purposes.

We continue to have minor injuries both within INS and PNTL. These are few in number however the trends are unrelated and have differing causal factors which make trending challenging.

Unfortunately, in October there was an event on a PNTL ship during mooring operations at Birkenhead prior to dry-dock. A seafarer sustained a serious injury when a messenger line from a tug parted. INS has taken this event very seriously and the investigation by Serco has been scrutinised by INS. Learning from this unfortunate event has been shared with the entire business. The seafarer is making a good recovery.

The INS Executive and Board continue to have oversight of all significant events and investigations. We are working closely with all our stakeholders to give assurance that effective remedial action has been taken. The improvements made from the application of the actions are monitored and the suitability, functionality and effectiveness verified to ensure that these types of events do not recur.

INS cultural improvements remain a key strategic objective for 2015/16, to maintain a quality culture for safety. The cultural improvement plan is championed by the Senior Leadership Team and has targeted increasing reporting of near misses.

The performance of the current PNTL Safety Culture Improvement Programme which began in early 2013, continues to be monitored by Serco and INS. Following a more detailed survey of the fleet, the results are currently being analysed. Where necessary, recommendations will be offered to strengthen any areas of the current programme.

Environment

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

Radiological Safety

INS continues to monitor its radiological safety performance through the dose monitoring of INS and PNTL employees exposed to such work. The INS radiological management systems are now owned and implemented by the Flask Operations, Shipping Directorate. However, INS EH&S will continue to audit the Health Physics arrangements and provide operational support to the Flask Operations team.

Phil Huck asked about INS Health & Safety cultural improvements and in particular the reporting of near misses. Was there an opportunity for INS to share experiences and learning with Barrow BC?

Pete Buchan explained that the cultural improvement plan is championed by the INS Senior Leadership Team and has targeted increasing reporting of near misses. Sam Wilkinson agreed to facilitate a meeting between the responsible persons within the two organisations.

6. Kyle Palmer then gave an update on the activities of Direct Rail Services. Since the last meeting DRS have completed three return rail moves in and out of Ramsden Dock. All services departed and arrived on time with no issues on route.

New Build FNA-D & Disposal of the redundant FNA's

The consequences of the withdrawal of vehicles reaching end of life has meant that there are currently ten vehicles which cannot be utilised on the UK network for Spent Fuel movements.

Whilst a number of vehicles may be able to be utilised as short term flask storage, the site infrastructure is not capable of holding all of the redundant vehicles and maintain routine operations, consequently an alternative solution was required for dealing with the disposal of these assets.

Following consultation Studsvik based at Lillyhall Cumbria, have been selected to carry out the disposal. Studsvik satisfied all the criteria required for providing the turnkey service of receiving the vehicles, quickly and in large batches, monitoring, strip-down, separation and disposal of materials. Furthermore, by contracting with Studsvik, there are the added benefits of the least disruption caused by transporting the vehicles as well as supporting the local economy.

The first batch of FNA's was transported from Sellafield to our Kingmoor Depot on Tuesday 1st December. They were then collected by a heavy haulier Allelys for transporting to Studsvik for disposal, if this route proves a success the remaining FNA's will follow staggered over a 12 month period.

National Supply Chain (NSC)

DRS have had a busy RHTT season and are now preparing for the colder weather when our winter development train will be out and about! Transport

Minister Derek Mackay, joined DRS onboard the 'Winter Development Train' operated on behalf of Network Rail, into Glasgow Station last month for the launch of ScotRail Alliance's winter roadshow.

Visitors to the roadshow will view films and visit display stands providing an insight into how ScotRail and DRS prepare for and react to severe weather. Following the devastation that hit Cumbria and Lancashire with Storm Desmond DRS have provided Network Rail with route proving locos to ensure the various railway lines affected were safe to reopen. The lines were checked for landslips, structure checks and flooding. Lines were reopened but with damage to electrical point-work, passenger and freight services have had to be diverted and DRS have played their part in supplying traincrew and locomotives to other operators to keep services moving. We have provided time and financial support to help those affected by the devastating floods. We are also part of the working group to assist during recovery phase.

Vault 8 capping project

During October a total of 4 trains with 4,800 ton of aggregates were conveyed from Barrow-In-Furness Cavendish Dock to the LLWR Sidings at Drigg utilizing vehicles hired in from Network Rail.

Feedback received from our customer Burlington Aggregates was positive. Discussions are now underway regarding Phase two of the project which will involve much greater volumes over a sustained period during 2016.

Charters / TOC Support

DRS have been working closely with Northern in relation to the Cumbrian Coast service and in particular on how we can improve the performance and the reliability of the service. We have spent time in York getting to know how Northern work and how that differs to DRS. A new team has been developed to focus on improving all aspects; from the fleet reliability to reporting procedures.

Neil McNicholas

After 17 years of leading the development of DRS from a small scale nuclear rail freight operation to consistently the best performing UK Rail Freight Operator, Managing Director Neil McNicholas left DRS for a new challenge. Neil was a founding member of DRS over 20 years ago and has overseen the development of an industry leading organisation.

Open Day

This year's event took place on Saturday 18th July 2015 at the DRS Kingmoor Depot in Carlisle and was officially opened by long-time DRS supporter, Pete Waterman.

DRS hold a charity open day every year to raise money for local charitable causes and we are delighted to announce that over £13,000 was raised. We welcomed over 3,000 visitors to take a look behind the scenes at DRS. Our

drivers and technical staff were on hand to chat to visitors and explain what is involved in maintaining the DRS fleet of locomotives, some of which were at the depot so people could take a closer look. For those with a more technical interest, the maintenance depot itself was open to visitors, where a variety of engine equipment was on display.

Sammy the Safety Bear from Virgin Trains was also at event, along with the Network Rail Safety Bus and British Transport Police who were all highlighting how they help to keep the UK Rail Network safe for us all.

As this year marks the 20th Anniversary of DRS, we unveiled new livery at the event to celebrate the occasion. Visitors were able to watch as one of our Class 57s was wrapped in the new 20th Anniversary livery.

We have received some terrific feedback from those who attended. We are now the only Railway Company in the UK that holds an annual Open Day.

Class 68 Fleet

DRS are excited to announce the order for a further seven Class 68 locomotives from its partner Vossloh, bringing the total number of locos in the UK fleet to thirty two. The latest locomotives arrived into the UK via the Port of Workington. The investment made thru BEC via NDA NMP was a broad investment in infrastructure and port handling equipment.

This cargo operation utilised a portion of the infrastructure investment made in upgrading the quays on Berth 5/6 to enable project cargo (heavy lifts) across these quays.

RFG Winners

It was a three way celebration at this year's Rail Freight Group awards as Tesco Distribution, Eddie Stobart Ltd and Direct Rail Services were awarded the Environmental Innovation Award 2015 for their rail freight services.

DRS Involvement in Cumbrian Coast Activities

In order to protect the NDA mission DRS is currently engaging with stakeholders involved with upcoming projects on the Cumbrian Coast. This will allow DRS to gain a holistic perspective of infrastructure developments required, rail capacity available and potential congestion areas that might hinder the operations of our existing nuclear traffic in and out of Sellafield.

Through becoming involved with these projects DRS also see an opportunity to improve existing rail infrastructure in terms of both track layout along with enhancement of current railway station that will be left as a legacy to improve transport links for the general public within Cumbria.

Aside from the LLWR Vault 8 Capping at Drigg, DRS anticipate that West Cumbria Mining will be the first project to begin construction in 2017. This

project aims to construct a coal mine in the vicinity of St. Bees in order to extract coking coal, WCM will create approximately 500 jobs for the 50 year life of the mine.

In 2018/19 construction for the Moorside Power Station will commence creating 21,000 jobs during construction (with a peak construction workforce of 6,000 people) the power station is expected to be fully operational by 2026 and overall this project is expect to bring £10bn worth of investment to Cumbria. DRS are currently contracted rail advisers for Westinghouse on behalf of NuGen.

In order to connect the 3.4 Gigawatt power station to the national electricity network National Grid will be upgrading pylons along with Cumbrian Coast and possibly constructing a tunnel under Morecambe Bay to establish a connection between Roosecote and Heysham, this project will run alongside the construction of Moorside.

Further afield there also the possibility of the Tidal Lagoon that will harness the power of waves off the coast of Seaton. However this project is still at an early stage.

DRS see the prospects that each of these projects will deliver to the economy of West Cumbria in terms of new job creation and benefits to local businesses, and as a Cumbrian based business ourselves DRS feel delighted to be involved with these significant opportunities.

Phil Huck stressed the importance of the electrification of the entire rail network in Cumbria.

AOB

7. The chairman asked if there was any other business.

Peter Buchan mentioned that PNTL had celebrated their 40th anniversary in September. During this time PNTL has clocked up more than 5 million miles of sailing, safely transporting more than 2000 casks of nuclear material without a single incident resulting in the release of radioactivity.

He suggested that the next meeting should include a presentation on international transports and the US-led M3 programme.

Phil Huck agreed and also suggested that an agenda item at the next meeting should be an update on the Barrow economy.

8. The meeting closed at 11:50.