

## Ramsden Dock Terminal Stakeholder Group

*Minutes of the 16<sup>th</sup> meeting, Barrow Town Hall, Barrow-in-Furness, 1030hrs  
12<sup>th</sup> August, 2016*

### **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  
Emma Hughes, Communications, INS

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1. The chairman commenced the meeting at 10:30hrs and took apologies from Cllr Proffitt from Barrow BC, Roger Exley from Cumbria Fire & Rescue, Kyle Palmer from DRS, John Griffiths from Cumbria CC, and Paul Jervis from AB Ports. The minutes from the previous meeting were agreed and there were no matters arising.
2. 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.

### **International transports**

Highlights have included two significant transport operations in support of international non-proliferation goals which aim to consolidate and minimise inventories of nuclear material.

- INS were involved in a transport of material from Japan to the US which was described as the biggest transport of its kind and plays a key role in the US M3 initiative (formerly known as the Global Threat Reduction programme). A huge amount of work from several agencies went into making sure this operation was completed safely and securely.
- INS also played a key role in a collaborative effort to transport Highly Enriched Uranium and separated plutonium from Switzerland and Germany to the United States. In a statement the US Department of Energy's National Nuclear Security Administration (NNSA) highlighted the "significant contribution of the United Kingdom's International Nuclear Services, which provided the secure transport of the material from Europe to the United States".

The successful operations represent important milestones in reducing the risk of nuclear proliferation and increasing global security. They were delivered by UK assets and expertise, including the Civil Nuclear Constabulary, in collaboration with our international partners.

INS's experience in high security nuclear shipments is second to none and we are extremely proud to play such an important role in global security efforts.

### **Vitrified Residue Returns**

Later this year INS will be returning highly active waste (HAW) in the form of vitrified residues to Switzerland. This will be the second of the two planned consignments for Switzerland, the first having been successfully completed in 2015. The waste results from the reprocessing and recycling of spent nuclear fuel at the Sellafield site in West Cumbria, which had previously been used to produce electricity by utilities in Switzerland.

Similarly, preparations are underway for the 6th return of waste from the UK to Japan. Five shipments to Japan have now been safely and successfully completed and another one is due to depart in the coming weeks.

Both shipments are part of the Vitrified Residue Returns (VRR) programme - a key component of the UK's Nuclear Decommissioning Authority (NDA) strategy to repatriate highly active waste from the UK, fulfil overseas contracts and deliver UK Government policy. These returns involve Sellafield Ltd working in partnership with INS to remove the waste from the Sellafield site.

### **Exotics Transport**

INS continues to play a key role in the movement of fuel known as "exotics" from Dounreay in Scotland to Sellafield. A huge amount of work from several agencies go into making sure these operations are completed safely and securely. A record we're committed to maintaining over the coming months and years.

### **Pacific Egret**

The vessel is now alongside in Barrow following completion of an overseas voyage highlighted above. Preparations for the next voyage are underway which is planned to take place next year, and we should be in a position to say more about this voyage at the next meeting of the RDTSG.

### **Pacific Heron**

The vessel is now alongside in Barrow following completion of an overseas voyage highlighted above. Preparations for the next voyage are underway which is planned to take place next year, and we should be in a position to say more about this voyage at the next meeting of the RDTSG.

### **Pacific Grebe**

Pacific Grebe is currently berthed in Barrow, following the successful completion of the 17th transport of High Level Waste to Japan. The vessel is preparing for the 18th transport of High Level Waste to Japan which is due to depart in the near future.

### **Oceanic Pintail**

The vessel is currently berthed in Barrow and is enjoying a busy schedule having been involved earlier this year in some of the key international activity highlighted above.

### **Ship Management**

The contract for ship management is working well and has been extended for a year in accordance with the original provisions of the tender. SERCO and the fleet were audited by the Maritime and Coastguard Agency and the full Document of Compliance was renewed.

*A member of the public asked why the voyage from Japan to the US referred to earlier took 10 weeks rather than the 7 weeks acknowledged by other marine agencies to represent the normally expected transition time from one country to the other?*

*Pete Buchan replied that he was unable to disclose any operational details of that voyage, including any details about routes or timings, for security reasons. Therefore it was difficult to comment on the length of time the voyage took. However he could confirm that say the shipment was delivered on time on the date planned and agreed with all partners and regulators prior to departure, and during the voyage. The voyage, including the timings outlined in the voyage plan, was fully approved by all authorities including the UK Government.*

*The member of the public asked why one of the vessels headed to Falmouth on return to UK waters, and did not take a direct route back to home port in Barrow?*

*Peter Buchan explained that one of the vessels went to the outer port limits of Falmouth to pick up an engineer before returning to its home port. The engineer carried out routine monitoring of equipment onboard the vessel whilst she was underway. It's not unusual for a merchant vessel to carry out this type of operation as some equipment cannot be effectively monitored or checked when the vessel is in port.*

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

### **Update**

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

- HLW Flask Repositioning

- AXPO Flask Repositioning
- Receipt and Discharge of Exotics Cargo
- General Lifts for Vessels Servicing and Maintenance

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

- Quayside rail improvement work
- Installation of 4 additional storm bollards. Tender has been awarded and design and installation work commenced
- High level shore crane maintenance and paint coatings completed
- Sliding entrance gate renewal is now complete
- Review of quayside sacrificial anodes performance and potential replacement
- Warehouse cladding renewal

Further modernisation works will continue over the next few years and will represent further major capital investment and commitment to continue operations in Barrow for the foreseeable future. Local companies will be utilised where possible.

### **Audits**

Routine audits and inspections have been carried out by Department for Transport (DfT Security in Ports), LRQA (Lloyds Register QA) of Management Systems and Hydrop (Water Monitoring) for legionella with no non-conformances recorded.

### **Training**

Familiarisation visits have continued for the Police, Fire Brigade and Ambulance Service. An evacuation drill from the shore crane was completed with the Fire Service and BMT staff.

Personnel at the terminal have continued to receive relevant 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 4430 days without a lost time accident being recorded.

### **Visitors**

Since December 2015 the Terminal has hosted numerous successful delegation visits from:

- Panama
- Japan
- PNTL Board
- ORC
- WNTI – Coastal States

*Phil Huck explained that the Council would be happy to host overseas visitors at the Town Hall in the future. Particularly Japanese visitors because of the town's historical connection with Japan.*

### **Community**

INS continues to support the local community when possible.

Over the past 6 months we have:

- Provided funding to Barrow Sea Cadets for the purchase of a new sailing dinghy
- Sponsored the Environmental Award at the Love Barrow Awards ceremony
- Donated redundant equipment to Barrow Boat Club for future use
- Donated plant and equipment to Fleetwood Nautical College to aid cadet training
- Sponsored and taken part in the Furness Future Leaders' Academy.

*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 once the picture became clearer.*

*A member of the public asked if Barrow Council had been approached by NUGEN with regards to future use of the port. Phil Huck replied that the Council hasn't been approached yet, but meetings between the Council and NUGEN were planned for the future.*

4. 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 Health & Safety management system (MS) has been certified to OHSAS18001 standard by LRQA since April 2015. Since the certification there have been three surveillance audits by LRQA. No non-conformances were raised at the last surveillance audit in April 2016.

The INS Environmental Management System (EMS) has undergone a major

change to bring it in line with the new international standard ISO14001:2015. Following a successful recertification audit, certification to the latest version of the standard was received June 2016.

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. Serco continues to maintain the certification for the PNTL fleet following successful surveillance audits by the MCA certification body.

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 has been a regulator audit / inspection by the Environment Agency of the radioactive sources stored at Barrow Marine Terminal (BMT). There were no non-conformance raised or negative comments raised.

There are upcoming internal legislation compliance audits planned for activities at BMT, one of which is the Port Facility Security Plan (PFSP). These will be reported on at RDTSG 17.

The set of performance metrics set in 2015 have been further developed to monitor the performance of INS management systems and all of its processes.

**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.

PNTL embraces the commitments and ethics outlined in the INS Policy with additional specific maritime elements. The PNTL Policy has been signed by the new General Manager, Mark Crowther in June 2016.

**EH&S Performance during FY 2015/16**

**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.

Below is the combined EH&S performance for INS, PNTL and its subsidiaries (UK, Japan & France).

<b>Issue</b>	<b>FY 15/16</b>
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Total Recordable Incident Rate [INS & PNTL]	0.87
Lost Time Accident Rate [Days Away Case Rate]	3.98
RIDDOR / MAIB major injury [Reportable]	1 (PNTL)
RIDDOR / MAIB lost time accident	1 (PNTL)
RIDDOR dangerous occurrence	0
MAIB Reportable Marine Incident [non-injurious]	0
INES incidents	0
Environmental non-compliance	0
Minor Injuries INS	3
Minor Injuries PNTL	8

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. It is to be noted that none of the INS minor injuries were at BMT.

The unfortunate event on a PNTL ship during mooring operations, has been investigated under the scrutiny of INS. Learning from this unfortunate event has been shared with the entire business. From the learning, there have been changes in procedure, working methods and demarcation hazardous areas.

The INS Executive and INS 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 objective for 2016/17. 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 continues to be monitored by Serco and INS. A detailed survey of the fleet is ongoing. When this is complete actions will be generated to drive further improvements and 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**

In 2015/16, no individual within PNTL received a dose more than the public acceptable dose limit of 1 milliSievert (mSv) in the calendar year. The highest

Individual accumulated dose within PNTL was 0.02 mSv by a PNTL seafarer from 1 voyage over a 16 day period.

The 2015 calendar year has been another successful low dose year with none of the doses for the PNTL crew being high enough to be considered significant and no further investigation warranted.

The highest Individual dose within INS was 0.46mSv; received by an INS employee from the accumulation of 4 TLD badges issued to them in the year.

*Phil Huck thanked INS for hosting a visit from Barrow Borough Council at which the two organisations shared learning about internal EH&S activities. INS confirmed their commitment to supporting the Council on this matter.*

5. Phil Huck then gave an update on the Barrow-in-Furness economy. He explained that a number of activities were contributing to very positive economic circumstances for the town, including the investment for the successor programme at BAE Systems, significant investment by Dong Energy and GSK, and the potential boost to jobs and the economy resulting from the Moorside new nuclear development.

Infrastructure remains a concern. The A590 road link to the M6 is unsatisfactory and suffers from flooding problems, and in terms of rail Barrow to Carnforth would benefit from being given the same priority status and Carlisle to Barrow.

Work was ongoing with the local Chamber of Commerce and the Furness Economic Development Forum to generate supply chain initiatives which give the town's supply chain the best opportunity to take advantage of the economic investment in the region. The public sector was shrinking and therefore the onus is on the private sector needs to step-up and collaborate more so as to be effective.

*Sam Wilkinson explained that he was facilitating a meeting between Sellafield Ltd and Barrow Council to discuss supply chain matters.*

Phil Huck explained that ensuring Barrow had the right people and skills was vital. He described some of the difficulties in attracting people to the area so that they could access the job market.

6. Direct Rail Services were unable to attend the meeting, but provided an update paper which was taken as read and is attached to these minutes.

## **AOB**

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

*Peter Buchan suggested that the next meeting could include a presentation on*



*international transports.*

*The Chair recommended that membership of the group is reviewed so as to maximise attendance at future meetings.*

**8.** The meeting closed at 11:45.

### **RDTSG Meeting – DRS Update, Friday 12<sup>th</sup> August 2016**

Since the last meeting DRS have completed five services 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**

Six new build FNA-Ds are currently being manufactured by WH Davis. These vehicles are expected to be completed and presented to DRS in September 2016.

Following the success of the first FNA being disposed of in December 2015, a further eight FNA wagons have now been disposed of. In total, nine redundant FNAs were disposed of at Studsvik, Workington.

There are a further eight FNA wagons identified for disposal which are no longer in use on the Network Rail infrastructure. Whilst these vehicles may be able to be utilised as short term flask storage at Sellafield, the site infrastructure is not capable of holding all of the redundant vehicles and maintain routine operations. Following the success of the initial disposal project, discussions are ongoing regarding the disposal of the remaining eight vehicles.

#### **Vault 8 capping project**

In March 2017 DRS ran 7 trains in total for Part 1 of the 3 stage delivery plan for Drigg. (Each delivery is 4,500 tonnes of aggregate)

The three stages are:

Part 1 - Enhance security features for site including new fencing

Part 2 - Enabling works to include new internal roadways and stockpiling area

Part 3 - Construction of the capping facility of Vault 8

5 more train services are scheduled for September 2016.

DRS would also like to note for each 20 wagon train this removes 38 road wagon movements.

#### **DRS Involvement in Cumbrian Coast Activities**

Numerous projects on the Cumbrian Coast are maintaining rail as their preferred haulage solution for construction materials, spoil removal and workforce transportation. DRS continue their role as Strategic Rail Advisers on behalf of Westinghouse Electric Company (WEC) for the NuGen Moorside Project providing guidance and assistance with regards to the main site rail and associated development designs as well as feasible operations solutions and support throughout Network Rail processes and activities to enhance the Cumbrian Coast line. DRS also attended NuGen's public consultation on 20<sup>th</sup> July, with more information being made available as this nationally significant project continues to develop it remains an exciting prospect not only for DRS, but also local businesses and the residents of West Cumbria as a whole! If you want to take a look at the journey so-far, check out the NuGen website [nugeneration.com](http://nugeneration.com)

In addition to this DRS also continue to support West Cumbria Mining (WCM) with their planning application for the construction of a new coking coal mine on the site of the old Marchon Chemical Plant in Whitehaven. From the attendance of WCM's stakeholder engagement event on 29<sup>th</sup> July it is evident that a rail based solution underpins the Whitehaven Coking Coal Project's (WCCP) fundamental

principles. Furthermore, it is apparent that this project is advancing quickly with WCM anticipating the employment of 519 people 80% of which will be locally sourced. It is currently forecasted that this project will commence construction in 2017. For more information see the West Cumbria Mining website [westcumbriamining.com](http://westcumbriamining.com)

## **Other News**

### **Golden Whistle Winners**

DRS scored a hat-trick of success at this year's Golden Whistle Awards in London where they were declared, for the third year running, Officially "The Best Performing Rail Freight Operator" taking home the prestigious Golden Whistle Award.

Organised by the Institute of Railway Operators in conjunction with Modern Railways Magazine the annual event celebrates operational excellence in the industry.

The Golden Whistle is awarded on consistent arrival times at destination over the previous 12 months during which DRS were declared more reliable than any of our competitors. The award also recognises the hard work and dedication of the DRS workforce and the vital roles played to ensure our services get to their destination on time as well as the strong investment in reliability of the DRS fleet of locomotives and assets.

### **Carlisle Skills Fair**

For the second year DRS were invited by John Stevenson MP to attend and exhibit at the Skills Fair. The event gives those seeking employment or a career change as well as school leavers the opportunity to meet with employers and discuss opportunities. The event provides DRS with an opportunity to promote our organisation as well as the wider nuclear industry and the opportunities and skills required in Cumbria.

### **DRS Head Office to a new location in Carlisle**

The new offices are less than two miles from our Kingmoor Maintenance Depot in Carlisle, and provide office space for over 70 employees. Relocating office based staff has allowed DRS' Kingmoor Depot to revert to being an Operational, Engineering and Training facility.

### **DRS Class 68 Locomotive on TransPennine Express Trains**

We are pleased to announce that DRS have secured a contract to provide Class 68 locomotives, along with engineering and technical support, to TransPennine Express (TPE) as part of their commitment to invest more than £500m in the rail network.

The seven year deal will initially see 19 Class 68 locomotives in operation, reducing to a steady state of 14 locomotives. The loco's will commence a phased introduction to passenger operations for TPE from December 2017.

The brand new state of the art trains will supplement TPE's current fleet and will more than double capacity on all intercity routes across the North and into Scotland by 2019. The Class 68 locomotives will haul their new InterCity carriages between Liverpool and Newcastle.

### **DRS Secures Long Term Contract for EDF Energy**

DRS has finalised a long term contract with the Nuclear Decommissioning Authority for the rail transport of the lifetime arising's of used nuclear fuel from Advanced Gas Reactor (AGR) power stations to Sellafield on behalf of EDF Energy (EdFE).

## **New Managing Director and Chairman**

Our new Managing Director Debbie Francis started with us on 4<sup>th</sup> July. Debbie formally worked for Network Rail as their London North Western Route Finance & Commercial Director. DRS also has a new Chairman, Rob Higgins, Business Services Director for the NDA.

## **Open Day**

DRS's Flagship event took place on Saturday 23<sup>rd</sup> July 2016 at our Gresty Bridge Depot in Crewe. The annual event raises money for charitable causes and we are delighted to announce that a record braking £21,000 was raised at this year's event ..... The event has grown over the years and is now seen as one of the biggest railway events of the year. This year we welcomed over 4,000 visitors who were keen to take a look behind the scenes.

All monies raised will be donated via DRS's Sponsorship & Donations Committee who provide and manage assistance to local communities around the sites where DRS operate through sponsorships, charitable giving and employee participation in local and national fundraising events. Last year DRS were able to support over 50 different causes and donated over £17,000.00 via the Sponsorship & Donations fund.

DRS recognise that Corporate Social Responsibility is a long-term commitment and we will continue to review, research and introduce new initiatives as they are identified. The Open Day itself is a great opportunity for us to engage with stakeholders, celebrate the industry and promote safety. We take our responsibility as a considerate neighbour seriously and are committed to go the extra mile to contribute towards economic development while improving the quality of life of our workforce, their families and the communities in which we operate.

The Rail Safety & Standards Board (RSSB), Network Rail and their Safety Bus, British Transport Police as well as Sammy the Safety Bear from Virgin Trains were all able to support the event, highlighting how they help to keep the UK Rail Network safe for us all.

DRS invited Stoke on Trent 6<sup>th</sup> Form College's media students to be official photographers, the students loved being part of a real life event and were excited to be offered the opportunity. The students will produce a video when they return in September that will be posted on the DRS website.

## **Class 88 Locomotive**

DRS have recently unveiled the eagerly awaited Class 88 Locomotive in her new livery.

The Class 88 is another technical innovation from DRS for the provision of superior traction equipment for UK operation, which will result in a step change for delivery of freight and passenger services. A further development of the Class 68 platform, the Class 88 is a true "Dual Mode" locomotive combining both 25kv Electric and Diesel Electric operating modes.

88003 will be appearing at the leading international trade fair for transport technology, Innotrans from 20<sup>th</sup> to 23<sup>rd</sup> September 2016 in Berlin.

Direct Rail Services have purchased ten new state of the art Class 88 dual powered locomotives from Stadler Rail, in partnership with Beacon Rail Leasing Limited.

## **Kyle Palmer, DRS**