

**MINUTES OF THE 7TH MEETING OF THE
RAMSDEN DOCK TERMINAL STAKEHOLDER GROUP
HELD ON MONDAY 19 DECEMBER 2011, BARROW TOWN HALL**

Present

Councillor D Pidduck, Chairman RDTSG
Mr P Huck, Barrow Borough Council
Councillor T A Biggins, Barrow Borough Council
Mr J Burgess, Cumbria County Council
Inspector M Woodhouse, Cumbria Constabulary
Mr J Goddard, James Fisher Shipping Services
Mr C Clouter, Associated British Ports
Mrs E Foran, Mrs C Little, DRS
Mr A A Brown, Mr R Wilcox-Baker, Mr B Payne, INS
Mrs L O'Leary, Secretary RDTSG

1) Opening Remarks

The chairman welcomed members to the 7th Ramsden Dock Terminal Stakeholder Group meeting.

2) Retired Members/New Members and Apologies

The Chairman informed the Committee that the Group had a number of new and retiring members, as follows;

- ⊕ Three new Barrow Borough Councillors, Mrs Johnson, Mrs Irwin and Mr Briggs, who have replaced Councillors Mr Wood and Mr McClure. Apologies have been received from Councillors Mrs Johnson and Mrs Irwin with regards 7th RDTSG.
- ⊕ Mrs Eva Foran, DRS is attending her last meeting today and in future DRS will be represented by Mrs Carmen Little.
- ⊕ Mr Paul Jervis, ABP send his apologies and is represented by Mr Chris Clouter, ABP.
- ⊕ Mr David Humphrey's, CCC, Emergency Planning sends his apologies and is represented by Mr Jonathan Burgess.
- ⊕ Deputy Locality Manager Roger Exley, Cumbria Fire Service, sends his apologies.

ACTION No.1 – Secretary to contact Cumbria County Council. *Status ongoing due to no response being received from various letters sent to Cumbria County Council (CCC). Mr David Humphrey's has agreed to try and find out who will represent CCC on the Stakeholder group...* Confirmation received that Mr Gary Strong would be CCC representative. **Action Complete.**

3) Minutes from previous meeting

The chairman confirmed that the minutes from the 6th meeting were accepted and approved. With regards to the matters arising, a summary is included below.

4) Operations Review

Mr Alastair Brown informed the Committee that the 7th RDTSG would be his last meeting, due to an Organisational Review within INS. A new INS member for the Operations area would be appointed in due course. Committee members were given an update with regards to the Operations Report.

General

Since the last meeting, the PNTL/NDA fleet of ships has continued to operate in a safe and efficient manner.

Since the last meeting, the Pacific Pintail ownership has transferred from PNTL to NDA and the vessel is under going her renaming, weather permitting, to Oceanic Pintail.

Pacific Heron and Pacific Egret

Following the earthquake and tsunami in Japan, the 5th shipment of MOX fuel which was due to have departed in April 2011 was postponed. Currently we are working with our partners in France and customers in Japan to reschedule this shipment, although a date has not yet been agreed. Pending such agreement, the Pacific Heron and Pacific Egret will remain in Barrow.

Pacific Grebe

Pacific Grebe is currently in Japan having delivered the second HLW shipment from the UK to Japan (and 14th in the series of shipments from Europe). This maiden voyage, in terms of loaded cargo, of the Pacific Grebe passed off very smoothly, although on emptying the first flask, elevated contamination levels were found on three canisters. All three canisters have now been cleaned down to the Japanese acceptance level and work is ongoing to determine the cause and remedial measures which may be required. The internal and external surfaces of the flask were also inspected in the receipt facility, and no contamination was found on the either surface.

The Pacific Grebe will depart from Japan on 21st December for her journey back to Cherbourg with the empty flask before finally arriving back in Barrow. As part of her departure activities the vessel and crew will take part in an emergency exercise to test the new arrangements in relation to Tsunami evacuation. She will then remain in

Barrow until the next shipment is due to depart from Japan, although she is expected to carry out a flask repositioning voyage between Cherbourg and Barrow.

Oceanic Pintail

As noted above, the Pacific Pintail has been transferred into NDA ownership and renamed Oceanic Pintail. She is now undergoing refurbishment and reactivation in readiness for future shipments including those of HLW to continental Europe.

Atlantic Osprey

Atlantic Osprey, in the early part of the summer, undertook a shipment of Pu sources from France to the USA and also a trial shipment from Dounreay to Belgium with some empty waste flasks. In addition, she has recently returned to Workington following a shipment to Sweden with material for EDF Energy for Post Irradiation Examination in the Studsvik facility. The Atlantic Osprey is currently in Workington pending further shipments including the shipment of MOX fuel from Sellafield to the Grohnde power station in Germany.

Pacific Sandpiper

The Pacific Sandpiper has now been fully decommissioned in Holland (for initial cleaning) and Belgium (for final dismantling). The project is currently being closed out, however early indications are that 98% of the ship was recycled, as previously mentioned INS had set a target of 97%.

Emergency Response

The section has continued its programme of emergency response exercises and training, including practical training for the emergency response teams from Sellafield.

Since the last meeting, additional arrangements have been put in place for a response to tsunami warnings whilst operating in Japanese waters and ports. These enhanced emergency procedures are as a result of reviewing the events of March 11th in consultation with the Japanese domestic shipping company NFT. These new arrangements were rehearsed prior to departure from Barrow and a further exercise will be undertaken in the port of Mutsu Ogawara when the vessel collects the empty flask on 21st December.

Ship Management

As previously advised to the committee members, by email, on Friday, 21st October, 2011 International Nuclear Services signed an initial four year contract with Serco Limited to provide ship management services for the INS / PNTL fleet. The contract award follows two years work by an INS project team to review and re-tender the

work under the Public Procurement Regulations. A total of five companies bid for the new contract which will come into full effect on 1st April, 2012.

This decision represents a continuation of INS and PNTL's thirty-plus year history in Cumbria and is a symbol of our strong and continuing commitment to the Barrow community in particular. We are also pleased that Serco will now establish a new base in Barrow, at Furness Gate, which we believe will have a positive impact.

The contract with Serco also covers a transition project which is on track to deliver the new arrangements. Serco are now negotiating the lease of premises at Furness Gate which will include the contract office, 24 hour monitoring facility and control centre. A back up command facility will also be provided by Serco at Birchwood in Cheshire. Serco managers and directors are now being progressively introduced to our operations, including meeting PNTL staff and members of the Barrow community.

We are very grateful to James Fisher Shipping Services for the ship management services they have provided to INS and our predecessor companies since the 1960's.

A member of the public asked, with regards, to the contamination in Japan, Japanese are carrying out an investigation, will INS also be carrying out an investigation?

Mr Alastair Brown informed the member of the public that the consignor is Sellafield Ltd and therefore they will be carrying out an investigation, but INS have not been informed of any dates as yet.

A member of the public also asked with regards to Oceanic Pintail, will be used for European HLW does that mean the vessel will not be used for MOX.

Mr Alastair Brown responded that the vessel being utilised for MOX could not be ruled out.

A member of the public asked, with regards to the Emergency Exercise in Japan and the engine's being on-standby, will this apply to ALL PNTL vessels?

Mr Alastair Brown responded that it would not always be possible, that is, when the vessels are alongside in a bunker port, but it would apply when cargo operations took place in the future. It could also apply to other countries.

Mr Jonathan Burgess, requested that with regards to the move to Serco could Cumbria Council Emergency Response Team, request early notification.

Mr Alastair Brown replied, yes, early notification would be given.

Action: 7 – 01 Cumbria Council Emergency Response Team to be notified of Serco Contact details prior to change over.

Update With Regards Events in Japan

To-date no new schedule has been agreed with the Japanese customers in relation to MOX transports, due to uncertainties in relation to infrastructure within Japan. The Fukushima plant has now achieved cold shut down and talks were continuing. INS/PNTL was pleased that we were able to complete the HLW shipment.

Recently, Mike Weightman, from a UK point of view, has produced a Report covering the recent events in Japan and an initial review found that the Report makes recommendation to facilities rather than transport, in keeping with advice from IAEA.

5) Terminal Review

Since the last meeting INS have requested a facility on site to be added such that three "K" Class vessels can be provided with shore power , presently we can only provide two vessels.

The reason for this is to act ahead of impending legislation in reducing atmospheric NOX & SOX engine emissions from vessels in port and to reduce fuel oil operating costs.

A design study has recently been completed involving Northwest Electricity, Freedom Agrilek (who act as Senior Authorized Electrical Advisors) and the vessels Operating Managers. This examined the site switching and supply cables capacity to safely take the additional electrical load placed on the system, it identified that a new mains input transformer, switchboard and ships isolating transformer would be required. This project has now been given the go ahead to start in spring 2012.

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

- Refurbishment works on the 150 Te Crane Long Travel drives.
- Replacement of the electrical cable trays in the centre and upper sections of the Crane structure.
- Provision of Company van for transport of goods and fuel from local suppliers.
- Replacement of conference room projector for computer aided presentations.

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

- The supply of a Lifting Beam Road Transfer system for weather storage in warehouse.

As previously advised by Alastair, the Terminal has undergone a “Process of Change” where the Terminal Management positions have been transferred in house where the present incumbents are now INS employees, with service support being awarded to James Fisher & Sons with regards to Terminal Security and maintenance.

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

- MX6 Flask and caisson discharge from Pacific Egret on behalf of TNI.
- HLW Flasks returned to Japan on Pacific Grebe.
- Receiving the first TN81, by road, prior to going to Sellafield by rail.
- The outfit programme for Oceanic Pintail, including the trial loading programme for the TN81 in preparation for future European Shipments.

Audits

Routine audits have been carried out by INS and JF & S (Management Systems), and Hydrop (Water Monitoring), due to the Terminal being at the end of various flushing activities and chemical tests need to be carried out in order to test for Legionella.

Training

The Terminal has a local arrangement with the Fire Brigade, when training has taken place on the Terminal 3 or 4 times a year, specifically looking at the evacuation of injured personnel from the shore crane and routine familiarization by other shift pattern crews.

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

In addition the Terminal has been supplied with a new type of Dock Rescue Ladder system and all personnel have received training in its use.

Visitors

Since May 2011 the Terminal has hosted over 15 visits with delegates from:

Barrow and District Association of Engineers.

Insurance Underwriters – Review of new vessels.

ONR and MOD – Review of vessel Security.

New councillors from Barrow Borough Council.

With a number of International visitors from:

ANSTO (Australian Nuclear Science & Technology Organisation).

AREVA Japan.

GNS – German HLW flask manufacturer.

ORC and NZ Academics.

IPPAS – International Physical Protection Advisory Service

The visit by IPPAS, came about after a Security Conference held in 2010, when Gordon Brown invited them to visit Sellafield and Barrow to carry out a review. A number of good practices were highlighted with a number of minor recommendations, within the Report presented.

6) EHS&Q Review

Mr Rupert Wilcox-Baker updated Committee members with regards to the EHS&Q review.

Quality and Environmental Managements Systems

Certifications

Lloyds Register Quality Assurance (LRQA) completed the certification surveillance audit of the International Nuclear Services and Pacific Nuclear Transport Limited management systems in October 2011.

The prime focus of this audit being the application of the International Quality Management Systems standard ISO 9001:2008 and the Environmental Management Systems standard ISO 14001:2004 at the INS Risley office, Herdus House Office and the Tokyo Office.

The surveillance audit proved a successful event, the auditors confirming that International Nuclear Services and Pacific Nuclear Transport Limited management systems continue to be effective and well maintained. No nonconformities of any kind were raised during the audit for the UK offices. However a minor non-conformance was raised against the Tokyo office in relation to work place inspections after the tragic earth quake / tsunami event.

The next surveillance audit by LRQA is of the INS Risley and Pelham offices in April / May 2012 and will be focusing on the transition to the new ship management company.

EH&S Policy

Since the introduction of the new INS policy, the PNTL has now aligned its policy with the INS template, giving a uniform commitment and sets appropriate, common goals towards the health and safety of its employees and preventing impacts on the environment. Both policies remain fit for purpose and are to be reviewed mid 2012.

Environmental

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

Progress against the agreed environmental improvement targets for 2011/12 has been very good. Areas of continual improvements at the Barrow Terminal have been to remove or reduce the impacts of CO2 emissions arising from our activities via improvements such as:

- Improving the thermostatic and timing controls of the heating system.
- Upgrading lighting on the terminal with more energy efficient fittings.
- Upgrade external doors where existing ones are un-insulated.
- Replacing windows and glazed units
- Improving the roof insulation of the Terminal building
- Investigate the presence of cavity wall filling and the possibility to retro-install.
- Consider Installation of a stand alone Combi Boiler in the Gatehouse to avoid the need for a dead leg in the present system

Bunker Line

The redundant fuel oil bunker line has been successfully decommissioned by a specialist contractor. The line has been flushed; surface pipework removed and the remaining subsurface pipework has been inserted with expanding foam to prevent corrosion.

Waste Water

At the last meeting we mentioned that we have approximately 600 litres of water that we need to dispose of which was 'run off' collected from spent fuel flask rail wagons in France and which is being temporarily stored at the Marine Terminal. A 'Best Available Technology' (BAT) review process has been undertaken in conjunction with the Environment Agency to determine most environmentally safe disposal solution. In principal it has been agreed the water will go to Sellafield for final disposal.

The water contains trace amounts of radioactivity which are slightly above World Health Organisation permissible levels for drinking water but poses no dose uptake risk to terminal employees or members of the public.

Ships

There have been no reportable environmental events since the last stakeholder meeting. The last minor event being a small bleed from an oil lubrication system on a PNTL vessel. ABP were immediately informed of the bleed which did not breach any discharge or pollution levels in the dock area.

Conventional Safety

INS

Within INS there have been no Days Away Cases in the last financial year. There has only been one minor injurious event (bruising).

BMT

Barrow Marine Terminal still continues to have a good record, the notice at the Terminal shows 2,700 days, achieved over six years without an accident that resulted in time away from work. There have been no minor injurious events relating to Terminal employees.

BMT management and Port Operatives played a key part in the primary decommissioning activities for the MV Sandpiper (98% re-cycled) and have continuing input in to refurbishment projects of an older PNTL vessel. All projects are progressing on time with only one minor injurious event involving a contractor resulting in a first aid treatment (minor cut to leg)

Ships

PNTL accident performance has unfortunately increased in a rolling 12 month period, with three Days Away Cases, 1 major injury (fractured skull), 14 minor injuries requiring first aid treatment and four cases requiring medical treatment.

Within PNTL a number of non injurious events have occurred due to operational/equipment failure/handling/lifting on various ships. Two of the events were near misses with the potential to cause harm.

In light of this slight increase of events, JFSS have analysed the event trends, established potential causal factors and introduced corrective actions. INS and JFSS will continue to monitor the effectiveness of the corrective actions taken.

When looking at the trends it appeared that a number of events occurred when crew members had signed "on" to the vessels, but the accident actually happened when going home or away from the vessel, approximately 40% fell within this category. It is hoped that workshops held with Ratings will improve this situation.

Near Misses

There have been four 'near-miss' reports within INS including BMT. These are not exclusively EH&S events but include such areas as security, finance etc.

PNTL (not related to behavioural safety topic) have reported two near misses for 2010/11.

Near misses (or non-injurious incident) on the ships are reported so that all personnel on all ships can learn the lessons; if appropriate Behavioural Safety Observations are sent to ships for the following month.

PNTL near miss reports, although often behaviourally based, are not exclusively so and have sometimes involved actual or potential failures of tools, equipment etc.

Radiological Safety

For all voyages completed in the last twelve months, the radiation exposure to seafarers and terminal operatives continued to be very low, i.e. individual doses less than 1 milliSievert, which is the internationally accepted annual dose limit for the general public and the lowest category set by the IAEA for occupational control arrangements.

Terminal Management

As previously mentioned by Bernard, INS has brought the Management of the Marine Terminal in house to INS. Both the Terminal Managers have transferred (under TUPE) in to INS as full time employees. The direct management by INS is expected to allow for a greater overall control of EH&S matters at BMT.

The Marine Terminal service contract has been placed with James Fisher, for the supply of Port Operatives, Crane Operators, Security personnel etc.

A member of the public asks if further information could be given, associated with the water from France.

Mr Rupert Wilcox-Baker informed the Committee that the facility in France was similar to the Barrow Marine Terminal. Over a number of years it received spent fuel shipments from Continental Europe, on route to Sellafield and unfortunately due to the decrease in the number of shipments it was no longer financially viable to keep open. The facility closed in the summer of 2010. The water was rain water collected from the rail wagons in a drip tray, during transports. It was recognised that this water could possibly be contaminated and therefore, it was agreed to bring it back to the UK, as it related to the transport of flasks for German, Swiss and UK customers not French customers. Historically, water had been returned to the UK, but the water now at Barrow related to the last transports from Continental Europe.

7) Direct Rail Services (DRS) Review

Mrs Eva Foran informed Committee members that the 7th RDTSG would be her last meeting as she was moving to a new job and that Mrs Carmen Little would be the DRS Representative at future meetings.

- DRS' service performance update – since last meeting we have delivered 100% on all nuclear services requested at 98% arrival on time. For non-nuclear services we operated 99.9% on all customer requests at 95% arrival on time. These figures continue to rank DRS as the most reliable Freight Operating Company in the UK.
- **News Update**

DRS Charity Open Day at Kingmoor Depot, Carlisle in July 2011 raised over £8,000, which was a record, previous years had raised between £3.5k and £4k. All proceeds will be donated to local charities through the company's Sponsorship & Donations Committee.

Southminster Low Level Waste Trial – DRS' recent rail feasibility study saw the company team up with Magnox Ltd to ship 10 half height ISO containers from Bradwell (Southminster Railhead) to the Low Level Waste Repository in West Cumbria. The trial proved a notable success, offering benefits through reduction of expensive, hazardous rural lorry journeys on already congested roads.

New Service for P & O Ferrymasters – DRS has launched a new service from PD Ports' Teesport container terminal utilising a unique wagon that can transport high cube boxes to areas previously inaccessible by rail, due to restrictions of gauge. This service is capable of carrying up to 32 containers on each transport.

Repatriation of Nuclear Waste to Japan – DRS has been working with INS to repatriate a second shipment of highly active waste. The material was brought from Sellafield to Barrow Dock by a DRS train to be transported by the Pacific Glebe back to Japan.

Multimodal Cumbria – DRS has recently joined forces with the Port of Workington and Norbet Dentressangle (previously known as TDG) to open up an important new containerised end to end logistics option at the North West Port. The trio announced the collaboration in June in a Multimodal Cumbria event held at the Port of Workington.

Following a recent announcement by the NDA, with regards to transports from Dounreay to Sellafield, DRS are working to install a new rail head, close by to the Dounreay site. It is anticipated that ground work will start around February, with transports commencing later in the year.

New Investment

- **DRS unveils new maintenance depot in Scotland** – DRS has recently announced the opening of a new maintenance depot in Motherwell, Scotland, providing increased capacity to maintain and care for DRS' expanding fleet of locomotives and rolling stock. The Motherwell Depot will play a key role in delivering the company's strategy for business development in Scotland.
- DRS are continuing to carrying out NDA facing works – meets with Regional Managers in NDA to see how DRS can assist in the business. Continued participation in all NDA stakeholder conferences and dialogues.

8) Any other business

Mrs Lesley O'Leary provided a review for Committee members.

- **Support for Barrow Area** –

Since the 6th RDTSG meeting INS/PNTL are pleased to say they have been able to support the following charities:

- INS has made a donation to “Young Enterprise” to organise three programmes within Primary Schools.

▪ ***INS/PNTL Employee Match Funding –***

So far this year we are pleased that 10 employees have been approved for match funding with regards to events organised or been involved in fund raising activities for a number of different charities. Including:

- Rainbow House
- CLIMB
- Local Schools
- The Christies
- School in Nairobi
- Alzheimer’s Society
- Royal Manchester Children’s Hospital
- Scout Groups
- Local Junior Football clubs
- RNLI

▪ ***INS Charity –***

Events organised to date to help raise funds for the Three Hospices included

- Old phones
- Cake Sale
- Lunch time Bingo
- Christmas Quiz/cards
- Sale of furniture – due to moves of offices in Cumbria and Warrington, items, such as Garden furniture/6ft cupboards, etc... sold to employees
- Manchester Bike Ride
- Warrington Half Marathon

9) Date & venue of next meeting

The next meeting is anticipated to be held around the summer/autumn of 2012.

The Chairman closed the meeting, thanked members for attending the 7th RDTSG meeting and wished a Merry Christmas and prosperous New Year and a safe journey.

10) Summary of Actions/Matters Arising

Action number	Description	Name	Status
1.	Secretary to contact Cumbria County Council	Secretary	Complete
7 - 01	Cumbria Council Emergency Response Team to be notified of Serco Contact details prior to change over	AA Brown	

Distribution

Committee Members

Mrs S Williams, Sellafield Limited

Mr M Forwood

PNTL website

INS website