

17<sup>th</sup> July, 2012

## **Ramsden Dock Terminal Stakeholder Group**

8<sup>th</sup> Meeting, Barrow Town Hall Room 4

### **Present**

Cllr. David Pidduck, Chairman  
Ben Todd, RDTSG Secretary  
Matt Fox, Head of Transport Operations, INS  
Rupert Wilcox-Baker, Corporate Responsibility Director, INS  
Bernard Payne, Barrow Marine Terminal Manager, INS  
John Furmston, Government Services Director, Serco  
Joanne Lane, Senior Contract Manager, Ship management  
Jon Griffiths, Cumbria Fire and Rescue  
Ted Hawksworth, Cumbria Constabulary  
Phil Huck, Chief Executive, Barrow Borough Council

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1. The Chairman opened the meeting and apologies for absence were received from Direct Rail Services (DRS). It was noted that Austen Skinner would represent DRS in future.
  2. The minutes of the previous meeting were reviewed and the one outstanding action were agreed to be complete:

ACTION 7 - 01 Cumbria Council Emergency Response Team to be notified of Serco Contact details prior to change over. COMPLETE

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

3. Rupert Wilcox-Baker gave a brief overview of INS's changed business mandate and that evidence was starting to be seen of that shift. He highlighted recent activities delivered as part of the USA's Global Threat Reduction Initiative and the direct contribution Barrow-based expertise was making. Mr Wilcox-Baker emphasised the benefits of this extra work in terms of getting crews extra sea-time following the slowing of the programme for shipping nuclear materials to Japan after the tsunami.

Mr Wilcox-Baker said INS was working to support the Nuclear Decommissioning Authority by returning high level waste to overseas customers and to generate revenue to support nuclear clean-up which was extra revenue that the taxpayer would therefore not have to provide. He concluded by saying that he hoped to tell of many more business successes in the future.

4. Matt Fox introduced himself as the individual responsible for all consolidated transport operations for INS and General Manager of Pacific Nuclear Transport Ltd.

### **General**

He reported that since the last meeting, INS had reorganised its internal organisational structure and the new Transport Operations section was responsible for managing all transport assets / infrastructure and delivering safe and secure operations.

During this time the PNTL/NDA fleet of ships had continued to operate in a safe and efficient manner.

### **Pacific Heron and Pacific Egret**

Following the earthquake and tsunami in Japan, the 5<sup>th</sup> shipment of MOX fuel which was due to have departed in April 2011 was postponed. INS continues to work with its 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 would remain in Barrow.

### **Pacific Grebe**

Pacific Grebe had returned from Japan following the successful delivered of the second HLW shipment from the UK to Japan (and 14<sup>th</sup> in the series of shipments from Europe). Since returning to the UK the vessel had also successfully completed a flask repositioning voyage between Cherbourg and Barrow moving empty transport packages for future HLW transports. She was now standing by waiting to deliver the next batch of HLW to Japan which may take place later this year. Again, subject to agreement with the Japanese.

### **Oceanic Pintail**

The Oceanic Pintail was successfully brought into service to support the NDA business and safely completed sea trials in January, 2012. Mr Fox paid tribute to the work undertaken by the Barrow supply chain, including James Fisher Shipping Services, Serco and the Civil Nuclear Constabulary – to deliver this greatly accelerated project, whose timescales were driven by a request from President Obama to accelerate this aspect of a non-proliferation strategy.

The combined efforts enabled the vessel to undertake a very high profile shipment of global importance from Sweden to the USA. The shipment was mentioned in despatches by the US White House and was the first shipment of separated plutonium carried out under the US Global Threat Reduction Initiative (GTRI). Mr Fox said that INS was recognised as a key player in the GTRI programme. Upon returning from the US the vessel underwent a statutory dry-docking and recertification at Falmouth and was preparing for further voyages to the USA under the GTRI programme.

### **Atlantic Osprey**

Mr Fox reported that the Atlantic Osprey was currently in Barrow pending further shipments including the shipment of MOX fuel from Sellafield to the Grohnde power station in Germany. During the last six months she had successfully completed a flask repositioning voyage between Cherbourg and Barrow moving empty transport packages for future European HLW transports.

### **Ship Management**

On the 1<sup>st</sup> April, 2012 ship management for the NDA / PNTL fleet transferred from James Fisher Shipping Services (JFSS) to Serco Limited and Mr Fox reiterated INS's appreciation to JFSS for its service over many years.

Mr Fox introduced John Furmston, Government Services Director for Serco who highlighted the company's background and global operations. Mr Furmston described Serco as the largest operator of UK-flagged vessels the transfer to Serco of JFSS local employees with the contract, gave an overview of the company's new premises and the fact that Serco were also recruiting now too. He said the transferred staff were in progressing well and were in the process of a change management programme to understand Serco's ethos, its business and its global network.

Phil Huck asked what the number of staff was that transferred from JFSS and Mr Furmston answered that it was 15, with one person just recruited and another three positions being filled. One transferred individual had also since decided to retire.

A member of the public asked what experience Serco had of nuclear transports. Mr Furmston replied that Serco had very strong consultancy experience in the nuclear industry and was responsible for putting to sea all the nuclear assets of the Royal Navy. He added that together with its service at Faslane and Devenport Serco had plenty of experience.

A member of the public asked specifically about experience in the fields of transporting Mox and high level waste.

Mr Furmston replied that very few people have experience of that, but that Serco's systems were approved by regulatory bodies.

A member of the public asked about a recent media report that a PR agency was being hired to "appease countries along our routes" and why INS felt that needed to be done now.

Rupert Wilcox-Baker replied that it was important not to believe everything you read in the press. INS had for many decades run public affairs and public information programmes along the routes it used to demonstrate that it was open to questions from regulators and stakeholders. INS employs local advisors to help make contacts with appropriate parties and that the work was being retendered. Mr Wilcox-Baker said the

media report did not make it clear that it was a long standing arrangement and the report stemmed from an advertisement for the tender that had to be made because INS was a public body and was subject to procurement rules.

A member of the public asked with reference to an increase in business for INS why both the Oceanic Pintail and Atlantic Osprey were operating in Atlantic waters and if it was possible, following a recent title exchange of plutonium, that there would be no further transports of Mox from Sellafield.

Mr Wilcox-Baker answered that INS was seeking business from around the world and those ships were dedicated to that nuclear trade, for example the Global Threat Reduction Initiative. INS was planning to transport Mox from Sellafield to Germany and intended to carry out that in 2012. Regarding the transfer of title of plutonium, Mr Wilcox-Baker said that it was a matter for the Nuclear Decommissioning Authority and the Department of Energy and Climate Change (DECC). Mr Wilcox-Baker pointed out that the minister had recognised that the UK has the capability to transport plutonium.

A member of the public asked why two vessels were operating Atlantic routes when an INS Board review had implied that the Atlantic Osprey would be replaced by the Oceanic Pintail.

Mr Wilcox-Baker replied that the Oceanic Pintail was expected to take part in returns of high level waste to Europe and that it was always keeping its fleet under review in the context of its business plans.

A member of the public asked about l'Autorité de sûreté nucléaire (ASN) concerns over the Atlantic Osprey if it was intended to be used to transport Mox to Germany.

Mr Wilcox-Baker replied that INS would not use any of its vessels if the company was not satisfied that it was safe to do so. He said that all its vessels are certified by Lloyds Register, Maritime and Coastguard Agency and regulatory bodies in overseas countries and that subject to receiving permission from those authorities INS intended to proceed with its use. Mr Wilcox-Baker said that he was aware of the comments by ASN and that they had been dealt with in France and that in the case of Mox transports to Germany it was not the jurisdiction of the ASN.

5. Bernard Payne said that since the last meeting the project to provide three K-class vessels with shore power had been completed, previously INS could only provide two vessels with this service. The reason for this was to act ahead of impending legislation in reducing atmospheric NOX and SOX engine emissions from vessels in port and to reduce fuel oil operating costs. This project represented a significant investment by INS and demonstrated its willingness to protect the local community.

Mr Payne said he had previously advised the committee that a 25-year lifetime study of the terminal assets and energy review recommendations was to be carried out. A work scope had been finalised and included a consideration to install solar panels to further reduce the carbon footprint of the facility.

A project team had been appointed to arrange the required surveys and put together a programme of inspection works, which would include architects, civil engineers, security and crane consultant studies.

It was anticipated these modernisation works would take two to three years to complete and represented further major capital investment and commitment to continue operations in Barrow for the foreseeable future.

A number of minor improvements had been carried out at the terminal including:

- provision of a battery powered road sweeper to maintain site cleanliness.
- the supply of a lifting beam road transfer system for weather storage in warehouse.
- remedial work to dockside pitchings where wave action had displaced stone facia.

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

- the refurbishment of the mess room and kitchen area
- upgrades to the conference rooms to include video conferencing, furniture and decoration
- upgrades to ladies toilet facilities and decoration.

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

- HAW 28M flask and equipments container discharge from Atlantic Osprey on behalf of GNR
- TN28 flask repositioning voyage to Cherbourg on Pacific Grebe.
- The trials programme for Oceanic Pintail return to service in spring of this year.

## **Audits**

Routine audits had been carried out by INS and LRQA (Management Systems) and Hydrop (Water Monitoring) for legionella with no non-conformances recorded.

## **Training**

Training by the Fire Brigade had been undertaken on a couple of occasions specifically looking at the evacuation of injured personnel from the shore crane and routine familiarisation by other shift pattern crews.

Personnel at the terminal had undergone various courses, depending on their specific roles for the purpose of statutory requirements.

## **Visitors**

Since December 2011 the Terminal had hosted over 12 visits with delegates from:

- SMIT salvage team training

- INS Emergency Response team training
- JNFL and NFT – Japanese customer delegates.
- ORC –Overseas Reprocessing Committee delegates from Japan.
- Barrow Borough Council

Phil Huck asked if there were any indications available of lifetime investment in the Barrow Marine Terminal facility.

Mr Payne answered that while the work scope existed, costs were still being understood and that the next step was to get in experts to look at the scope and assess the condition of the facility, including carrying out time cycle reviews.

Phil Huck indicated that the council was keeping a running total of investment in the area and requested Mr Payne to provide figures for the terminal

ACTION 08/01 Bernard Payne to provide investment figures to Phil Huck

6. Mr Wilcox-Baker gave an update of Quality and Environmental Management Systems

**Certifications**

Lloyds Register Quality Assurance (LRQA) completed the certification surveillance audit of the International Nuclear Services (INS) and Pacific Nuclear Transport Limited (PNTL) in May 2012.

The primary 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, Barrow Marine Terminal and the PNTL ships.

The surveillance audit proved successful, confirming that INS and PNTL management systems continue to be effective and well maintained, with no non-conformances raised during the audit.

The next LRQA audit would be a full recertification of the International Nuclear Services and Pacific Nuclear Transport Limited management systems in January 2012.

**EH&S Policy**

Following the re-branding of INS, and in line with Health and Safety Executive guidance, the INS EH&S policy had been reviewed and reformatted to reflect the new corporate image. Following an annual review of both the INS and PNTL EH&S policies, their content and commitments were deemed fit for purpose subject to final INS Board approval in July 2012.

**Environmental**

There had been no reportable environmental events either on the PNTL vessels or at the Barrow Terminal since the last meeting.

**Waste Water**

The disposal of the small amount of water 'run off' collected from spent fuel flask rail wagons in France which was being temporarily stored at the Marine terminal had progressed. It had been agreed with Sellafield Ltd, the Environment Agency and Copeland Borough Council that this water would be disposed of through the Sellafield Ltd water treatment systems.

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

The Environment Agency undertook a surveillance audit of the Barrow Marine Terminal at the end of May 2012. No concerns were raised with the continued storage arrangements of the waste water and radioactive sources at the terminal and the EA were satisfied with the quality plan produced for the transport and disposal through Sellafield Ltd.

**PNTL Vessels**

There had been no reportable environmental events since the last stakeholder meeting.

Since the last stakeholder meeting there had only been one minor environmental event; a small leak of oil from one of the PNTL vessels whilst it was in dry dock in Falmouth. The oil was recovered from the dry dock and disposed of in the correct manner.

**Conventional Safety**

**INS**

Within INS there had been no Days Away Cases over the last twelve months. There had been four minor injurious events which resulted in injuries such as pulled muscles and bruising.

**Barrow Marine Terminal**

There had been no injurious events relating to terminal employees in the last twelve months. While engaged in work on the terminal, a contractor's employee received medical treatment for a cut leg. A second minor injury to another contractor resulted in a Days Away Case.

**Ships**

PNTL accident performance over the last twelve months was as follows; two Days Away Cases, one major injury (puncture wound to chest) and one Medical Treatment Case (seafarer taken ill), 11 minor injuries requiring first aid treatment.

### **Near Misses**

There had been two near-miss reports within INS (including BMT). These events were issues related to the Risley office move, ie IT and refurbishment work.

PNTL had not reported any near misses relating to physical events (i.e. non-injurious incidents).

Observations from monthly behavioural safety themes were reported by the ships to enable wider learning and if appropriate communicated to the fleet.

### **Radiological Safety**

For all voyages completed in the last twelve months, the radiation exposure to seafarers and terminal operatives continued to be very low. Individual doses were less than self-imposed informal limit of 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**

Following an organisational review of INS and its staff structure for the delivery of INS business, there were a number of changes to the job roles within INS. However, no changes were made to the Marine Terminal management or staff structure.

### **Centrica Rosecote Biomass Power Station Proposal**

The development of the land to the rear of the Marine Terminal for the delivery, interim storage and dispatch of fuel pellets for the proposed Biomass Power Station at Rosecote raised some concerns for INS.

These were around noise and dust pollution and how best to share port facilities during parallel operations. Constructive dialogue with Centrica had been held on these issues and were close to finding a mutually acceptable resolution.

### **Terminal Transformer CDM project**

A project to improve the capability of the transformers at the terminal was being undertaken. This project involved the upgrading of the ship to shore power supplies at the Terminal using local contractors. The project fell under the remit of the Construction (Design and Management) Regulation and was classed as a notifiable project to the Health and Safety Executive.

There had been no environment, health or safety events associated with this project. The upgrade of the ship to shore power supplies enabled the terminal to feed more ships from the national grid. This would reduce the use of the ship's generators, and subsequently reduce the CO<sub>2</sub> footprint of the ships.

7. Ben Todd briefly highlighted that INS and PNTL were supporting Dowdales and Sacred Heart schools with donations to fund equipment to help with their efforts to develop links with counterparts in Japan via the Japan Society. Mr Todd stipulated that support was also being given to the Dalton festival and that INS was always looking for ways to support the community.

Mr Griffiths registered interest in discussing financial support outside the meeting. Mr Pidduck registered that he had a personal interest in the matter because INS had supported a school for which he was a governor by purchasing a bike stand and supporting the development of an allotment.

8. Mr Wilcox-Baker raised a matter relating to the attendance of the Office for Nuclear Regulation (ONR) on other stakeholder groups and sought the views of the committee members regarding ONR attendance at this meeting.

The recommendation was approved and Mr Wilcox-Baker took an action to discuss with ONR this proposal.

ACTION 08/02: Rupert Wilcox-Baker to discuss with ONR its attendance at the RDTSG's next meeting.

The Chairman closed the meeting at 11.17hrs.

### **Summary of actions**

<b>Action number</b>	<b>Description</b>	<b>Name</b>	<b>Status</b>
08/01	Bernard Payne to provide investment figures for Barrow Marine Terminal to Phil Huck	Bernard Payne	
08/02	Rupert Wilcox-Baker to discuss with ONR their attendance at the next RDTSG meeting	Rupert Wilcox-Baker	

### **Distribution**

RDTSG members

INS and PNTL websites

Members of the public on request