

Ramsden Dock Terminal Stakeholder Group

3rd RDTSG Meeting held on Monday 12 January 2009, at 11 o'clock, INS Barrow Marine Terminal

Present

Capt. M L Miller, Chairman RDTSG
Mr P Huck, Barrow Borough Council
Councillor E Wood, Barrow Borough Council
Councillor D Pidduck, Barrow Borough Council
Mr D Humphreys, Cumbria County Council
Mr C Roberts, James Fisher Shipping Services
Mr J Goddard, James Fisher Shipping Services
Chief Inspector M Woodhouse, Cumbria Constabulary
Station Manger G Roberts, Cumbria Fire Services
Mr D Carpenter, Associated British Port
Mrs E Foran, Direct Rail Services
Mr A A Brown, INS, Mrs D Redman, INS, Mr S Barnes, Sellafeld Ltd
Mrs L O'Leary, Secretary RDTSG

1. Opening Remarks

The Chairman welcomed committee members and wished everyone a Happy New Year. The chairman informed committee members that a short part of the meeting would be video-recorded and asked Mr Brown of INS to advise why. Mr Alastair Brown explained that sometime ago INS and its partners had produced a DVD, which now needed updating. Within the DVD the extract would only last approximately 15 seconds, with a voice over giving an explanation. A number of people including Mr Phil Huck had already been interviewed for the DVD.

2. Retired Members/New Members and Apologies

The Chairman advised that County Councillor Kitchen has been replaced by County Councillor Norman Shaw; Cliff Roberts is being replaced by John Goddard, from James Fisher Shipping Services. [Cliff Roberts explained that John joined James Fisher Shipping Services in January 2009. John had previously sailed with the PNTL fleet on a number of occasions to Japan]; William Wyllie is being replaced by Gavin Roberts; Nick Ridehalgh is being replaced by Paul Jervis, Associated British Ports; and that Rob Magraw is being replaced by Rupert Wilcox-Baker, from INS. The chairman thanked retired members and welcomed new members.

Apologies were received from Mr Ken Johnson, Cumbria County Council and is represented today by Mr David Humphreys; Mr Paul Jervis, Associated British Ports is represented by M David Carpenter and Mr Rupert Wilcox-Baker is represented by Mr Alastair Brown.

Mr A Shanks, Furness General Hospital and Councillor McClure had no representatives.

3. Minutes from previous meeting

The chairman informed members that no actions had been recorded at the last meeting and that the minutes had been placed on the website, members had no comments. Therefore, the minutes were accepted as approved.

4. Update on Changes within INS

The Chairman requested Mt Brown to advise the Committee on the changes that have taken place within International Nuclear Services since the last meeting.

Mr Brown advised that since the last meeting, on the 1 April 2008, INS had become a wholly owned subsidiary of the NDA. As such, INS has two primary functions to perform:

Firstly, INS acts as the NDA's agent in negotiating and managing commercial contracts with Utility Customers for reprocessing, fuel fabrication and Transport.

Secondly INS undertakes transport operations utilizing NDA and PNTL assets (flasks and ships), between UK, Europe and Japan.

INS is governed by its own board which has 3 INS directors and 4 NDA appointed directors. It is the board's intention to continue to deliver in line with customer contracts and to seek new business where that is compatible with existing commitments.

It was mentioned at an earlier meeting that John Clark was INS Managing Director taking us forward as the new subsidiary. However, he has recently moved to the new position of Commercial Director, within the NDA. He has been replaced by Mark Jervis, who was Commercial Director, of INS, with John Edwards replacing Mark Jervis.

On 24 November 2009, the share transfer took place between the NDA and the New Parent Body Organisation for Sellafield Site; we are currently working closely with the new PBO to continue operating services.

5. Operations Review

Mr Brown updated Committee members, with regards to the Operations Review

General

Since the last meeting it has been a quite period for the PNTL/NDA fleet of ships which have continued to operate in a safe and efficient manner.

European Shearwater

Preparations are now in hand for the decommissioning of the European Shearwater with a tender process expected in the next few months followed by the vessel departing Barrow for final decommissioning and recycling during the second half of 2009.

Pacific Sandpiper

Pacific Sandpiper has undertaken short voyages between Barrow and Cherbourg to exchange empty HLW flasks for commissioning at Sellafield and preparations for the first vitrified residue return from Sellafield.

Pacific Teal

Since the last meeting, Pacific Teal has been towed from Barrow to Holland where decommissioning and recycling of the vessel was completed. Over 97% of the vessel by weight has been recycled.

Pacific Pintail

Pacific Pintail has undergone a routine dry-docking and has also had a refurbishment programme for her security equipment carried out following which she undertook a short sea trial in December.

Pacific Heron

A highlight for INS/PNTL was the arrival of Pacific Heron in Barrow in June last year. Following her arrival, she had some additional equipment fitted in preparation for her use for MOX shipments. Like Pacific Pintail, she also undertook a short sea trial in September last year. Both the Pacific Pintail and Pacific Heron are preparing for the commencement of MOX shipments in the next 12 months.

The shipyard that built the Pacific Heron (MES, Tamano, Japan) is currently working on the detailed design of the next two vessels due to be delivered in 2010. These will be based very closely on the Pacific Heron, although a lot of effort has been put in by the yard, INS and JF&S to ensure that the experience of building, commissioning and operating the Pacific Heron is included in the new ships at the design stage.

Atlantic Osprey

The Atlantic Osprey has continued to undertake various voyages around Europe and to the USA; including a shipment of Plutonium from Sellafield to France. The Atlantic Osprey is

currently in dry-dock, for a planned dry-docking and Life Extension work. This work includes the installation of an additional bulkhead within the cargo hold.

Emergency Response

INS has continued with its schedule of Emergency Response Exercises. Since the last meeting a number of Communications and Logistical exercises have been held testing on call emergency arrangements for both INS personnel and external suppliers. The overall results were favourable with response times being well within the Emergency Response Performance Standard. Training and re-equipping of the Emergency Response Teams has continued since the last meeting and will continue in 2009.

Recently a number of major Emergency Response contracts with external suppliers [i.e. Salvage Support and Emergency Response Services in Japan] have been successfully renewed through the European Journal Process.

During the next 12 months a review of the INS Emergency Response System, including Procedures and Equipment resources will be undertaken along with a series of Emergency Exercises, including Communications, Desktop and Live Scale events.

Mr Forwood asked at this point, "Is the European Shearwater being decommissioned in Holland?"

Mr Brown replied that so far three of the PNTL vessels have been decommissioned in Holland. However, we will be going through a tender process and we now believe there are more operators available, who have the capability of carrying out this work.

Mr Forwood also requested an update on the Prohibition Notice.

Mr Brown replied that the Prohibition Notice was on Sellafeld Limited, from the DfT and therefore, a matter for Sellafeld Limited. However, Mr Brown advised that Sellafeld Ltd have submitted a report to DfT and that we are awaiting the outcome.

Mr Forwood also asked "Two new ships are they to replace the Pacific Sandpiper and European Shearwater?"

Mr Brown replied that both new ships were for PNTL and it is anticipated that they will be replacing Pacific Sandpiper and Pacific Pintail. A decision with regards to a replacement for the European Shearwater was a matter for the NDA, but no decision had been made so far.

6. Terminal Review

Mrs Redman gave the Terminal Review update to Committee members.

Since the last meeting in November 2007, a number of upgrades to the Terminal infrastructure have taken place including the installation of more efficient LPG central heating system,

replacement double glazed windows, the upgrade to the CCTV camera system and the installation of a replacement 1000KVA transformer.

INS are also about to commence the decommissioning of the fire system consisting of the four fire towers. Around the time that the construction of the Terminal took place, in the early 1980's, the condensate gas terminal was also being planned. BNFL at that time took this into consideration with the key assumption that this facility could pose a significant risk to the Terminal and in particular cargo operations associated with the transportation of radioactive materials. A fire tower system was therefore installed.

The fire tower system was intended to provide a water and / or foam fire fighting capability and to provide a protective barrier of foam, between vessels berthed at the Terminal and the planned gas terminal.

Following a recent review (involving Centrica and Cumbria Fire and Rescue) it was concluded that:

- both the likelihood and consequence of a condensate leak is very low;
- the worst case scenario would be a maximum release of one tonne of condensate into the dock;
- condensate has a low specific gravity and will 'flash off' in standard atmospheric conditions, and;

The review also covered aspects of Centrica's control arrangements and emergency arrangements of which BNFL were not aware of when the fire towers were designed and installed.

INS and Centrica both have procedures to ensure cargo operations do not take place at the same time.

Following the above, the fire tower system has been withdrawn from service and isolated. Work is expected to commence to dismantle the towers by the end of January.

Further minor improvements are being considered for the next financial year including:

Pointing of the Substation and Control Tower walls, replacement of fire doors, and on the shore crane, replacement of cable trays and the repositioning of the auxiliary hoist limit switch.

As previously advised by Mr Brown, the Terminal continues to provide a selection services to the PNTL vessels and also the NDA fleet. This includes a visit by the Atlantic Osprey on her return to the UK from the USA, as she berthed in Barrow for a month last autumn while the dock gates were being repaired at Workington.

The shore crane and port operatives have been undertaken a number of lifts including:

- Unloading the flask used for training on board the Pacific Pintail which was returned to Sellafield last August.
- Unloading one empty flask in November 08 to the Pacific Sandpiper.
- Numerous lifts were also undertaken by the Terminal as part of the security outfit of the Pintail and Heron.

The Terminal remains in compliance with the International Ship and Port Security Code (ISPS) following the audit by Transec in March 2008.

Training

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

- Crane evacuation
- Crane driver refresher
- Risk perception
- Crane lifting supervisor refresher

Visitors

Since November 2007 the Terminal has hosted over 35 visits with delegates from:

- ❖ Local fire Brigade today
- ❖ The Foreign Commonwealth Office
- ❖ The World Nuclear Transport Institute
- ❖ The Japanese Ministry of Land Infrastructure and Transport
- ❖ Guatamalan Ambassador

Mr Huck asked Mrs Redman, had the government's discussion on the Buncefield Incident been taken into consideration

Mr Brown responded and recommended that an action be placed on ABP/INS to consider the Buncefield Report.

Action: ABP/INS to consider Buncefield Incident Report and report back to the RDTSG on lessons to be learnt.

7. EHS&Q Review

Mr Brown, representing Mr Rupert Wilcox-Baker, gave the EHS&Q Review to Committee members.

Quality and Environmental Managements Systems

Several fundamental changes have occurred during 2008 which affect the management systems which were noted at the previous meeting of the RDTSG.

Oversight of the Management Systems

Oversight and upkeep of the management systems has now transferred to the INS Business Reporting and Improvement group within the Technical Directorate. The Corporate Responsibility Directorate provides assurance that the management systems remain effective through audit.

Certifications

At the time of the last meeting quality and environmental certifications (ISO 9001 & ISO 14001) were held for International Nuclear Services, International Transport and Pacific Nuclear Transport Limited. In July 2008 at the LRQA (Lloyds Register Quality Assurance) surveillance audit the certifications for International Nuclear Services and International Transport were combined. This has resulted in the scope of the International Nuclear Services certificates being expanded to include International Transport activities. The Pacific Nuclear Transport Limited certificates (ISO 9001 & ISO 14001) being unchanged.

LRQA have just completed another surveillance audit against the new scope of the International Nuclear Services certifications and the Pacific Nuclear Transport Limited certifications for ISO 9001 and ISO 14001. The audit proved to be a very successful event, the auditors confirmed that INS and PNTL management systems continue to be maintained and improved. No nonconformities of any kind were raised during the audit; in addition all points raised during previous audits were closed out to the satisfaction of the auditor.

The next audit (July 2009) will involve activities at the Barrow Marine Terminal and activities onboard PNTL vessels.

Environmental

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

Progress against the agreed environmental improvement targets for 2008/09 has been good. The targets for 2008/09 include:

- An Environmental study of the Pacific Heron as built, comparing it against the present ships in the fleet.
- A survey of the energy usage at Barrow Marine Terminal, following the changes to the windows and heating system, and comparing it against the previous survey.
- A study into the free release of flask material from the obsolete flasks, to increase the proportion of material that can be reused or recycled.
- A study into quantifying and offsetting the carbon emissions from INS operations and travel.

There has also been a contaminated land assessment at BMT which concluded that there are no areas of contaminated land at BMT in its present usage.

Conventional Safety

Within INS, unfortunately there have been two Days Away Cases. One event occurred in April 2008 and the other in October 2008. Both of the events were slips/trips which happened at railway stations, whilst travelling on company business and resulted in fractured ankles.

More locally, the Barrow Marine Terminal still continues to have a good record, having now achieved over four years without an accident that resulted in time away from work. There has only been one minor injurious event at the Terminal this year.

Ships

PNTL accident performance continues to improve with no Days Away Cases in over two years and the last greater than 3 day lost time accident was back in February 2006. There have been five minor accidents reported by PNTL seafarers this calendar year. Three required medical treatment – one for suspected hernia; one for a hand injury caused by a splinter and the other where a seafarer felt a pain in his left shoulder upon waking, which was diagnosed as a torn ligament. The two other minor injurious events were a trapped nerve and a small cut to seafarer's face.

Radiological Safety

For all voyages completed since the last meeting 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.

8. DRS Review

Mrs Foran of DRS gave the review.

DRS service performance update – since last meeting DRS have delivered 100% of all services requested with 96.5% on time for nuclear services and 95.2% on time for non-nuclear services with no accidents.

Fleet News

DRS has added a further 4 environmentally friendly Class 66 to compliment its current fleet of locomotives. The new locomotives are replacing the ones that are being returned to the leasing company following the expiry of contractual agreement.

DRS have also invested in Class 57s to complement its fleet and have 6 of these locomotives programmed within its work schedule enabling the company to maintain fleet capability.

New Businesses -

Vault 9 Construction Programme – DRS has the contract to provide rail transport of huge volumes of aggregates into the Low Level Waste depository for the construction of Vault 9.

This work will significantly minimise the road impact in this rural area and it is expected that at the end of the project – about 100 rail deliveries would have been made transporting about 131,000 tonnes of construction materials from Port of Workington and Millom.

New train service for Tesco/Stobart Group from Grangemouth to Inverness operating 6 days a week and reducing potentially 13,000 lorry journeys from the road which equates to a saving of 2610 tonnes of CO2 per annum.

New train services from Tilbury to Daventry for Scottish road haulier, John G Russell that builds on the two hugely successful routes already operating 5 days a week between Coatbridge and Daventry.

New train services from Grangemouth to Aberdeen for road haulier WH Malcolms.

Charter Trains – DRS has entered the luxury charter train market by hiring its resources to The Train Chartering Company to run a passenger service (approximately 300 passengers on each trip) from Manchester to Southampton to embark on the luxury Cunard's Queen Victoria sea cruise. This service is anticipated to take place every two months.

New Rail Terminal

Aberdeen Craiginches Intermodal Terminal – Operating from Dec 2007, in relation to WH Malcolm's traffic.

Needlefield Depot – Inverness – Operating from Nov 2008 (official launch will be on 20th Jan 2009), in relation mainly to Tesco/Stobart traffic.

Events

A successful Open Day was held at Gresty Bridge Depot, Crewe in July 2008 which raised £3000 for charity.

DRS have recently celebrated the successful achievement of certification to OHSAS 18001 which is an occupational health and safety management issued by BSI. Combining this with their existing ISO 9001 (Quality Systems) and ISO 14001 (Environment Systems) means DRS are the only rail freight operating company in the UK to hold all 3 certificates demonstrating best practises.

DRS is continuing to carrying out some 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.

9. Any other business

Support for Barrow Area

Lesley O'Leary gave Committee members an update with regards to charity donations for the Barrow Area.

We are pleased to inform the Committee that recently International Nuclear Services Ltd and PNTL has been in a position to be able to support a number of local charities. Including the following:

- INS – has helped Sacred Heart Primary School to purchase a number of laptops for Key Stage 2 pupils.
- INS – has helped towards setting up a Aspergers Youth Club
- INS – made a donation to RNLi instead of presenting gifts to people who attend the Pacific Heron Open day, back in September.
- INS – donated money to St.Mary's Church, Walney Island, to help with the purchase of equipment for the kitchen, used by various groups within the area.
- PNTL – matched funded money raised by the PNTL Crew for St Mary's Hospice Day Centre. PNTL Crew raised money by completing the Keswick to Barrow walk.
- PNTL – have help towards the running costs of the Furness Falcons Wheelchair Basketball Club.

Barrow Development

Mr Huck gave Committee members an overview of progress.

The Barrow Dock Development is split in two parts. The first phase being the Ramsden Business area covering 60,000 square metres, with a third of the site servicing and remediation work complete to date. That is, planning consent received; new access route agreed; funding has been secured; no contract have as yet been placed, but land was obtained in November 2008.

Employment is being looked after by Westlakes Renaissance with Cumbria County Council taking the lead.

The second part is the Marina Village, it is anticipated that a developer will have been chosen by the end of March 2009. Funding is available in principle. Barrow Borough Council is more involved due to the various planning approvals that are required. Currently, not all the land highlighted as been obtained. It is anticipated that work will commence mid 2011

Mr Humphreys informed Committee members that currently Cumbria County Council are working with BAE Systems with regards to Emergency Plan in relation to the departure of the first of four sub-marines from the dock area, with HMS Astute being the first to depart early March. It has been more than 10 years since the last sub-marine departed Barrow.

10. Date & venue of next meeting

The next meeting is anticipated to be held around early autumn time 2009, at Barrow Town hall. The secretary will notify members when a date has been set.

The Chairman thanked members for attending the 3rd RDTSG meeting.

Distribution

Committee Members

Mrs S Williams, Sellafield Limited
Mr J Walmsley, INS Terminal Manager
Mr M Forwood
PNTL website