

Ramsden Dock Terminal Stakeholder Group

Minutes of the 11th meeting, INS Marine Terminal, Barrow, 1030hrs

Present

Cllr. David Pidduck, Chairman

Ben Todd, Communications Manager, INS; RDTSG Secretary

Peter Buchan, Business Development and Corporate Responsibility Director, INS

Rob Wood, Assistant Marine Terminal Manager, INS

Joanne Lane, Senior Contract and Terminal Manager, INS

Jon Wright, Ship Management, SERCO

Paul Jervis, Associated British Ports

Phil Huck, Chief Officer, Barrow Borough Council

Cllr. Trevor Biggins, Barrow Borough Council

Lucy Miller, Graduate, INS

Jonathan Burgess, Cumbria County Council

Chris Connelly, Commercial Director, Direct Rail Services

Jeff Marshall, Operations Director, Direct Rail Services

Kyle Palmer, Communications and Marketing Manager, Direct Rail Services

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1. The Chairman opened the meeting at 1034hrs and invited all attendees to introduce themselves
 2. The minutes of the 10th meeting were reviewed and, apart from one typo, they were agreed. There were no actions from the previous meeting.
 3. Joanne Lane gave the following review of marine operations:

Update

Since the last meeting, INS has delivered a number of significant shipments.

Pacific Heron and Pacific Egret

These vessels have returned from Japan following the successful delivery of MOX fuel. The vessels are now alongside in Barrow awaiting further transports. Both vessels are currently in a state of warm lay-up.

Pacific Grebe

Pacific Grebe is currently berthed in Barrow following the successful completion of two voyages to France to collect empty packages. The next transport of High Level Waste to Japan is planned for Spring 2014.

Oceanic Pintail

The Oceanic Pintail is currently participating in exercises in support of the MOD on the south coast of the UK. Following the vessel's return a programme of refurbishment will commence in support of future business.

Atlantic Osprey

International Nuclear Services' Executive has reported to the INS Board this week that it has no further business for the Atlantic Osprey.

The INS Board will then be asked to recommend to the owner of the vessel, the Nuclear Decommissioning Authority, that the planned withdrawal from service of the Atlantic Osprey goes ahead.

A review of the vessel's future has forecast that business benefits would be outweighed by the level of investment expected to be required for it to continue to operate to INS's high standards.

The Atlantic Osprey, which is operated on behalf of NDA by INS, has delivered success for customers of both organisations for more than 10 years and has helped establish INS's position as the leading shipper of specialist nuclear cargoes.

The vessel has transported mixed oxide fuel from the UK to Switzerland and Germany, plutonium to France and made several transports from Europe to the USA of used reactor fuel and radioactive sources.

The withdrawal from service is not expected to result in any job losses of permanent staff, with crews being reallocated to other ships in the fleet. In light of clear business opportunities, INS is also in the process of exploring options to develop its fleet to expand its current forward shipping schedule.

As with other vessels in the fleet which have been decommissioned, the Atlantic Osprey will be recycled to extremely high safety and environmental standards, previously resulting in more than 95% by weight of other vessels being recycled.

Ship Management

The contract for ship management is now embedded and working well. Serco and the fleet were audited by the MCA in December, 2012 and were granted a full Document of Compliance. All of the ships were also awarded full safety management and security certification. INS and PNTL have also recently been re-certified by Lloyds Register for Quality Assurance as compliant with ISO 9001-2008 and ISO 14000-2004.

A member of the public referred to the activity that INS was undertaking to expand the fleet and, noted that there were three new PNTL vessels and the Oceanic Pintail was way past her sell-by date, enquired as to there was a requirement to expand.

Pete Buchan answered that in line with normal business practices INS was looking ahead to its long term future. He stated that the Oceanic Pintail was a safe ship, was certified and met

all required standards and regulations. He said that INS had a very well established position in the marketplace and that the options being looked were not related to the new PNTL vessels but with regards to the future of NDA-owned ships instead.

The chairman proposed that a big challenge when identifying options for a new vessel would be that such specialist ships took longer than normal to design and build.

Pete Buchan said that it was normal to expect such a process to take two-to-three years before you could get a new-build ship to sea and operational. He said that whatever option the company went for it would need to be based on a sound business case.

4. Rob Wood then gave the following review of terminal operations:

Update

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

The survey study has now commenced in and will represent survey fees in the region of £175k being distributed through various local suppliers where this expertise is available.

Once the study and recommendations have been agreed it is anticipated these modernisation works will take two to three years to complete and would represent further major capital investment and commitment to continue operations in Barrow for the foreseeable future.

Some minor improvements have been carried out at the terminal including:

- Upgrade of Broadband connection

A number of further improvements are under consideration to be carried out in the near future, these include:

- Upgrades to the conference rooms to include video conferencing, furniture and decoration.
- Repair programme on the 150te Crane including renewal of external control housing cabinet and some minor steelwork repairs to access walkways and motor/gearbox protection covers, this is programmed for completion in the New Year.

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

- Return of Pacific Egret and Pacific Heron from Japan
- Arrival of Pacific Grebe from a flask repositioning voyage.
- Assistance to the Emergency Response Team for exercise and drill training.

- Assistance to all vessels for installation of communications upgrade equipment for worldwide broadband.

Audits

Routine audits have been carried out by TRANSEC (DfT Security in Ports), ONR (Office of Nuclear Regulation-Security and Regulatory Compliance), LRQA (Lloyds Register QA) of Management Systems and Hydrop (water monitoring) for legionella with no non-conformances recorded.

Training

Familiarisation visits by the fire brigade has been undertaken on a couple of occasions specifically looking at the evacuation of injured personnel from the shore crane, confined space entry procedures, dock rescue techniques and routine familiarisation by other shift pattern crews.

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

In addition INS has introduced an IMDG (International Maritime Dangerous Goods) awareness course for all site employees; this is in addition to the Dangerous Goods by Sea qualification held by the site Management Team.

Safety

Since the last meeting the Barrow Marine Terminal has operated over 3,400 days without a lost time accident being recorded.

Visitors

Since January 2013 the Terminal has hosted delegation visits from:

- Overseas Reprocessing Committee members
- Sellafield Ltd apprentices
- Office of Nuclear Regulation
- Panamanian politicians - In support of Global Acceptance
- Panama Canal Authority Officials - in support of Global Acceptance
- Department of Energy and Climate Change
- Trinidad and Tobago Ambassador

Peter Buchan noted that the Global Acceptance visits were part of the supporting work for the transports of highly active waste from the UK to Japan and said how important it was for stakeholders from en route states understand first-hand how safe the transport flask and ships were.

The chair noted the visits in particular and acknowledged that it would be impossible to bring the local community into the Barrow Terminal and onto the ships. He did propose that it would be excellent step forward for the community to have the opportunity to be more familiar with

the nuclear transport activities and suggested whether INS could arrange some kind of open day in 2014.

Peter Buchan agreed that it was important to keep the community well informed and took an action to devise and propose such a community event, potentially working with Direct Rail Services as a key transport partner in the Barrow Terminal's activities.

ACTION: Peter Buchan to devise and propose a community day for 2014

5. Peter Buchan then gave the following report on environment, health, safety and quality performance:

Quality and Environmental Managements Systems

Certifications

Lloyds Register Quality Assurance (LRQA) completed the re-certification audit of the International Nuclear Services (INS) and Pacific Nuclear Transport Limited (PNTL) in February 2013. The five day audit focused on the application of the International Quality Management Systems standard ISO 9001:2008, the Environmental Management Systems standard ISO 14001:2004.

A further surveillance audit was undertaken by LRQA in September 2013 of INS and PNTL with no non-conformances.

The INS Health & Safety management system has been produced in line with the OHSAS18001 standard. This process involved incorporating the existing H&S MS elements which were originally based on Health and Safety Executive (HSE) guidance model – HGS65. INS is already legally compliant but further certification would demonstrate to employees how well INS took their welfare, and to customers how rigorous INS was about health and safety. INS has been working with LRQA to achieve accreditation in 2014.

This certification did not cover PNTL because it was already accredited on separate maritime health and safety certifications.

Environmental Health & Safety Managements System

The INS and PNTL Environmental Management Systems have been certified to ISO 14001 since. The LRQA recertification report from March 2013 found no non-conformities, with only one minor scope for improvement in the area of cover and support for specialist / unique roles within the organisation.

The INS Health & Safety management system has been produced in line with the OHSAS18001 standard. This process involved incorporating the existing H&S MS elements which were originally based on Health and Safety Executive (HSE) guidance model – HSG65. INS is seeking to gain accreditation to OHSAS18001 with LRQA in April 2014.

EH&S Policies

The INS EH&S Policy is reviewed annually at various committees with final approval being given by the INS Executive and 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 is approved by the PNTL Executive and Board and signed by the PNTL General Manager.

Environmental

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

EH&S Performance during 2013

The EH&S performance of the company and its subsidiaries continues to compare favourably to other similar industries with a reduction in Total Recordable Incident Rate (TRIR), Lost Time Accident Rate and RIDDOR. Since the last RDTSG meeting in July there has been two significant events in INS and PNTL, one of which resulted in a major injury and the other a non-injurious event. The major injury related to an off-duty seafarer who slipped/tripped while on board a ship at Barrow. This is currently being investigated. The non-injurious event related to a derailment of a rail wagon after it left the Barrow Marine Terminal and was about to join the main line. As the lead party in that event, DRS will update this group on that event.

INS takes EH&S performance seriously and one of the key strategic objectives recently set by INS is to achieve a platinum standard for its safety and security culture. This is being driven by the EH&S and security teams within INS who are assessing the current culture and seeking ways to improve it further.

Radiological Safety

For all voyages completed in the last 12 months, the radiation exposure to seafarers and terminal operatives continued to be very low. Individual doses are 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.

6. The team from Direct Rail Services (DRS) then gave the following updates:

Introduction by Kyle Palmer

I have worked for DRS for nearly eight years, starting as an executive secretary before moving into the Commercial Office and have been in my new role as Communications and Marketing Manager since May this year. I will be the new DRS representative on the RDTSG.

My responsibilities include all aspects of stakeholder engagement, media management, marketing planning and delivery, event organising, website management – the website was re-launched in October 2013 and any feedback would be welcome. I also look after all the internal and external communications for DRS.

Business Update by Chris Connelly

DRS is a wholly-owned subsidiary of the NDA and was established in 1995 as a rail transport provider to the nuclear industry. INS was its first customer in 1996 and over the years we have developed and extended our range into other key market sectors. DRS is the only UK-owned rail freight business in Britain and has expanded from five locomotives and seven drivers, to 100 locomotives and 150 drivers, with a £65m turnover. It operates in the following sectors:

- Specialist Freight
 - Customers include INS, Magnox, EDF , Low Level Waste Repository (LLWR), Cavendish Nuclear and Research Sites Restoration Limited and the Ministry of Defence
- Dounreay - Geogemas Junction Update: in order to undertake the nuclear transports from Dounreay to Sellafield, DRS had had to build a new junction which was the first nuclear rail junction in the UK for about 50 years. Amid extremely challenging weather conditions it was built in 14 weeks to time and budget. 17 transports from Dounreay have been successfully completed so far.
- Intermodal Freight
 - Working with ESL, Tesco, JGR, Morrisons and ASDA – DRS is the primary haulier for these retailers and have partnered with Stobarts to deliver that out of several centres from around the UK.
- Major Infrastructure Project Support & Rail Network Support
 - Supporting Network Rails National Delivery Service by operating ballast services and supporting track maintenance as well as operating seasonal services such as the Rail Head Treatment Train clearing leaves and spraying weeds, and the Snow Plough for which there are seven locomotives in Scotland ready for winter. This is a big growth area for DRS.
- Passenger and Train Operating Company Support
 - DRS runs charter trains for the Northern Belle (Orient Express) as well as supporting Virgin Passenger trains with our Thunderbird Rescue service.

Class 68 & 88 Update – DRS is developing a new locomotive, the Class 68 which is the most environmentally friendly locomotive ever. It's the first of its type to enter the UK in 50 years and can be used for either freight or passenger services. It was built in Spain and is currently being tested in the Czech Republic. This locomotive is called "Evolution Class".

In addition, DRS is developing the Class 88, which is described as "Revolution Class". It runs on 25kV electrical lines but due to the use of space in the locomotive it also has a diesel engine too, so is self-rescuing. It's due to arrive in the UK in 2016 and open days would be arranged for the launch of both locomotives.

Barrow Derailment Update – Jeff Marshall

Jeff Marshall began by apologising to the Barrow community for the disruption caused by the derailment.

The Barrow derailment of the 16th September 2013, the Rail Accident Investigation Branch (RAIB) were immediately notified of the incident and have not stated they have any intention to carry out any further investigation beyond that currently being undertaken by DRS and Network Rail.

The Office of Rail Regulation ORR attended site on the evening of the date of the incident, and have requested no further information.

Network Rail is the lead authority for the investigation in accordance with NR GO/RT3119 (Accident and Incident Investigations), the investigation is underway and DRS are part of the investigation team in line with rail industry safety requirements. There were no mechanical failures of the infrastructure, the "catch points" operated correctly in that they protected the mainline by safely derailing the a train in an upright position, the other parts of the infrastructure was found to be in a satisfactory condition for train operations.

DRS's internal investigation is nearing completion, the root cause of the derailment was as a result of rail staff failing to operate the ground frame mechanism correctly. As a direct result the train was derailed by the safety mechanism (Catch Points) in a controlled manner as it is designed to do so. There are no indications of any fault or defect to any of the track, signalling or rail vehicles involved.

Immediate control measures were put in place, these measures include a change to the train formation with locomotives positioned at each end to remove the need for any reversing of the train. Additionally DRS have increased managerial presence on site during train movements. Revised and strengthened operational procedures have been put in place with all rail staff involved in train operations at Barrow having been fully briefed and re assessed.

A member of the public asked if the results of the investigations would be published.

Jeff Marshall said that the DRS investigation report would be published but pointed out that the Network Rail investigation was not a DRS-controlled process and that it would be up to Network Rail what they did with it.

A member of the public commented that he was very impressed by the expansion of DRS and said it was amazing and creditable how the company had come on.

Chris Connelly asked if the member of the public would like a tour around one of the new Class 68s and this was accepted.

ACTION: Kyle Palmer to get the contact details of Martin Forwood so that a visit could be arranged at the appropriate time.

The chairman asked when Hornby would be making a replica of the new locomotives.

Chris Connelly replied that the manufacture of choice for DRS was Dapol, however, so far the livery of the Class 68 was being kept secret until the official launch.

The Chairman asked with reference to the road partnership with Stobarts whether that would be a strong avenue for DRS in the future.

Chris Connelly replied that he never saw the rail v road conflict and said mostly they need to work in partnership. He added that DRS used the hub and spoke model employed for Tesco retail distribution to nuclear, which mixed road and rail capability to achieve a door-to-door service.

Jonathan Burgess said that Cumbria County Council had reviewed its response to the derailment incident and wondered whether DRS had done the same with its response and if there were any improvements that could be taken back to Cumbria County Council.

Jeff Marshall said that the emergency response phase of the response had been reviewed and worked exactly as planned in testing, with the RADSAFE aspects deployed well, albeit stood down quickly. Jeff Marshall highlighted that the learning points for DRS were more around the re-railment process, particularly the time taken to re-rail. He said that while Network Rail were responsible for supplying the recovery logistics, he felt this was an area for scrutiny for DRS. Jeff Marshall agreed to revert any lessons from the response to the whole event to Cumbria County Council because the objective was to use the event as a learning experience.

Ben Todd received clarification that the re-railment had been by some distance the heaviest such operation every undertaken in the UK.

A member of the public asked about the proportion of the nuclear business to DRS

Chris Connelly replied that it was 98% when the company first started, and with the expansion of the business the volume of business remained similar but as a proportion it had dropped to around 45%; he said he expected it to drop to around 35% in the next few years as new non-nuclear agreements were made that changed the balance further.

7. Any other business

Ben Todd gave a brief overview of INS and PNTL's support to the community, saying that the aim this year had been to build on the long-standing community support. He said that long-standing support had continued to Barrow Sea Cadets in terms of a financial donation, with more focused monetary and volunteering support given to Barrow Food Bank. This took the form of funding for new racking systems to increase the capacity of the food bank, and project management to convert an area to include a disabled toilet. He said that there were further opportunities expected to help Barrow Food Bank in particular.

The Chairman then wished everyone a merry Christmas and closed the meeting at 1132hrs.

Action number	Description	Name	Status
11/01	Peter Buchan to devise and propose a community day for 2014	Peter Buchan	ongoing
11/02	Kyle Palmer to obtain contact details from Martin Forwood to arrange a tour of the new Class 68 DRS locomotive.	Kyle Palmer	ongoing