

## Ramsden Dock Terminal Stakeholder Group

*Minutes of the 14<sup>th</sup> meeting, Barrow Town Hall, Barrow-in-Furness, 1030hrs  
17<sup>th</sup> July, 2015*

### **Present**

Cllr. David Pidduck, Chairman  
Sam Wilkinson, Communications Manager, INS; RDTSG Secretary  
Peter Buchan, Shipping Director, INS  
Rob Wood, Marine Terminal Manager, INS  
Mark Crowther, Head of Residue Returns and PNTL Services, INS  
Deryk Robinson, SERCO  
Phil Huck, Chief Officer, Barrow Borough Council  
Roger Exley, Cumbria Fire and Rescue Service  
Cllr. Trevor Biggins, Barrow Borough Council  
Jane Foreman, Communications, INS  
Cameron Buchan, Work Experience, INS

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1. The chairman commenced the meeting at 1038hrs and took apologies from Ian Barlow from the Office for Nuclear Regulation, Kyle Palmer from DRS, and Paul Jervis from AB Ports.
2. Peter Buchan introduced Sam Wilkinson as the new Communications Manager at INS, replacing Ben Todd. He wanted to put on record his thanks to Ben for his contribution to the RDTSG and more widely for his work in developing strong relations between INS, Barrow Council and the wider Barrow community.
3. Peter went on to describe some internal changes that have taken place within INS and specifically his new role as Shipping Director. Peter would continue to represent INS on the RDTSG.
4. The Chair thanked Peter for his update and formally welcomed Sam into his new role. He also wanted to place on record his thanks to Ben Todd and repeated the gratitude Peter had expressed regarding Ben's significant contribution. The Chair committed to write to Ben to thank him.
5. The minutes from the previous meeting were agreed and there were no matters arising.
6. Peter Buchan then gave the following report on the marine operations.

### **Update**

The time since the last meeting has been one of preparation and planning with no significant movements of vessels from Barrow.

### **Pacific Egret**

The vessel is now in Falmouth undergoing her first dry dock.

### **Pacific Heron**

The vessel is now alongside in Barrow following the completion of a short voyage to Cherbourg to collect empty TN28 flasks.

### **Pacific Grebe**

Pacific Grebe is currently berthed in Barrow following the completion of a successful dry dock in Barrow. The vessel is currently preparing for departure for the 17<sup>th</sup> transport of High Level Waste to Japan.

### **Oceanic Pintail**

Following a major programme of refurbishment and a successful dry dock, the Oceanic Pintail is currently at sea on behalf of the NDA undertaking work in Europe. The refurbishment involved improvements to security and living quarters.

### **Atlantic Osprey**

The Atlantic Osprey is now fully decommissioned. The work took place at Swansea dry dock and saw the highest percentage of material recycled from any of our ship's decommissioning projects. As a result, this would be the last time an update on Osprey would be provided to RDTSG.

### **Ship Management**

The contract for ship management is now embedded and working well. SERCO and the fleet were audited by the MCA in February, 2015 and the full Document of Compliance was renewed.

### **PNTL workforce**

The size of the seafaring workforce at PNTL was being explored and this could lead to recruitment opportunities.

*Phil Huck mentioned the work of CONE (Centre for Nuclear Excellence) and stated that it was important that the transport expertise in Barrow was not overlooked as part of this. He would be raising this himself and Sam Wilkinson also said he would explore this with NDA.*

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

### **Update**

Following on from the 25-year lifetime study of the site and its assets work has continued to upgrade the Terminal facility:

- Solar panels continue to operate well and we are now benefitting from the feed in and export tariffs

- A programme of work on the 150te Crane is complete in which we renewed the external control housing cabinet and some minor steelwork repairs to access walkways and motor/gearbox protection covers.
- A security system upgrade has been carried out to the perimeter and access security arrangements, installations were completed and commissioned in March 2015
- Waterless urinals have been installed on site which have resulted in a reduction in water consumption

Further 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.

As previously advised a Marine Consultancy company was engaged to evaluate the quayside bollard system rating applicable to the latest British Standards, following their recommendations INS will shortly be implementing the installation of 4 additional storm bollards which will be used as further contingency when severe weather is forecast.

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

- Receipt of 1 x TN81 Flask from P.Grebe
- Flask repositioning voyages
- Assistance to the Emergency Response Team for exercise and drill training

### **Audits**

A range of audits have been completed including DfT (Department for Transport Maritime Security), LRQA 9001, 14001 & 18001, INS Quality Assurance for Management Systems and Hydrop (Water Monitoring) for legionella with no non-conformances recorded.

### **Training**

The Terminal continues to host familiarisation visits by the Fire Brigade specifically looking at the evacuation of injured personnel from the shore crane, confined space entry procedures, dock rescue techniques and routine familiarisation for Risk Assessment by other shift pattern crews.

Personnel at the terminal have undergone various courses, depending on their specific roles to maintain regulatory compliance.

### **Safety**

Since the last meeting the Barrow Marine Terminal has operated over 4000 days without a lost time accident being recorded.

### **Visitors**

Since December 2014 the Terminal has hosted delegation visits from:

- Panama
- Japan
- US DOE
- ORC

## **Community**

INS continues to support the local community when possible, over the past 6 months we have provided donations to Barrow Sea Cadets for sailing equipment, 6 sets of rescue equipment to Ulverston Inshore Rescue and funded the installation of a disabled toilet at the Barrow Foodbank.

Further community support has been given to the Barrow Foodbank assisting in transporting donated goods from local supermarkets.

Sam Wilkinson added that there were plans for INS to commit a significant amount of support to the Furness Future Leaders Academy – a new venture conceived by the Barrow MP and overseen by the Inspire Furness Team. The Academy would develop leadership and entrepreneurial skills in young people from the area.

*Phil Huck mentioned the increased pressure on land locally which could have an impact on the Barrow Marine Terminal. He committed to keeping INS informed on this matter and asked who the appropriate contact should be.*

*Rob Wood confirmed that he would be the contact in the first instance.*

**8.** Peter Buchan then gave the following report on the INS and PNTL Environment, health and safety performance and activities.

INS and PNTL have good safety records - the priority is to keep improving and avoid complacency.

### **Health, Safety and Environmental Management Systems**

The INS and PNTL Environmental Management Systems have been certified to ISO 14001 since 1997 and this continues following a successful surveillance audit by Lloyds Register Quality Assurance (LRQA) in March 2015. The LRQA report found no non-conformities or observations.

In March 2015, Serco attained ISO14001 certification for the PNTL Ships. This has now created an overlap between the INS and Serco certifications for the ships. A project is underway to transfer relevant data and ensure that knowledge is not lost, e.g. the INS aspects register will be reviewed and relevant aspects transferred to the Serco/PNTL register.

The INS Health & Safety management system continues to be certified to OHSAS18001 by LRQA. To maintain this certification we are subject to routine audits. At the last audit in March 2015 a non-conformance was raised against

the legal register. Corrective action was taken to address this and the non-conformance was closed out on 5<sup>th</sup> June 2015.

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 have been internal audits to check legislation compliance against work at height regulations at Barrow Marine Terminal. No major issues have been found and corrective actions have been raised for the minor findings.

The EH&S department continues to monitor relevant legislation and regulation; there have been no significant changes or new legislation which affect INS or PNTL.

### **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

The annual policy review is currently ongoing as the recently revised company structure needs to be considered and reflected in the policy.

PNTL embraces the commitments and ethics outlined in the INS Policy with additional specific maritime elements. The PNTL Policy is approved by the PNTL Board and signed by the PNTL General Manager.

### **EH&S Performance during 2014/15**

#### **Health & Safety**

The EH&S performance of the company and its subsidiaries has improved with no reportable or lost time events for either INS or PNTL.

However, minor injuries have risen in PNTL from three in 2013/14 to seven in 2014/15 and in INS minor injuries have also risen from one in 2013/14 to three in 2014/15, none of these occurred on the marine terminal. Trending of these events has been undertaken with action in specific areas being targeted.

Unfortunately, in April 2014 there was an event on a PNTL ship involving a contractor who sustained a serious injury to their arm due to a fall. This work was being controlled by a subcontractor and not under ship procedures. INS has taken this event seriously and the investigation by Serco has been scrutinised by INS. Learning from this unfortunate event has been shared with the entire business.

The INS Executive and 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 reoccur.

INS cultural improvements remain a key strategic objective for 2015/16, to maintain a quality culture for safety. 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 which began in early 2013, continues to be monitored by Serco and INS. More detailed surveying methods are currently being rolled out to the fleet and these results will be used to strengthen any areas of the current programme and highlight potential additional improvements.

### **Environment**

There have been no reportable environmental events at the Barrow Terminal since the last meeting.

### **Radiological Safety**

INS continues to monitor its radiological safety performance through the dose monitoring of INS and PNTL employees exposed to such work.

The 2014 calendar year has been another successful low dose year with none of the doses for the PNTL crew or INS employees being high enough to be considered significant and no further investigation warranted.

In 2014, 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 0.01 mSv by a PNTL seafarer from 1 voyage (with the background on the badges being 0.005 mSv).

The highest Individual dose within INS was 0.46mSv.

9. Mark Crowther then gave a presentation on the Vitrified Residue Returns programme (not minuted).

### **AOB**

10. The chairman thanked Mark Crowther for his presentation and asked if there was any other business.

11. There was no AOB and the meeting closed at 12:00.

12. DRS were unable to attend the meeting, but provided an update paper which was taken as read, and is attached to these minutes.

## **Ramsden Dock Terminal Stakeholder Group Meeting**

**Friday 17<sup>th</sup> July 2015**

Since our last meeting DRS have completed four rail moves in and out of Ramsden Dock. One move was returning an empty flask to Sellafield and the others involved moving rail wagons.

### **EDF Extension**

DRS have extended the INS/EDF spent fuel contract. Over the next year, DRS will work closely with INS, EDF and the NDA to develop the scope and asset requirements to deliver the future EDF programme.

### **New Build FNA-D**

The decision to build new flask carrying wagons was based on the review of the lifetime and maintenance requirements of the existing wagon fleet and what was required to support the delivery of the spent fuel programme. DRS took 10 new build wagons into the pool of wagons in August 2014. Familiarisation training has been carried out with all customers, DRS train crew, railhead staff and Sellafield with positive feedback received.

### **Magnox (RSRL)**

As of 1<sup>st</sup> April 2015, RSRL have been amalgamated with Magnox and have now changed their company name to Magnox. DRS currently contract with both Magnox and Magnox (RSRL) and will continue to provide rail deliveries for Magnox (RSRL).

### **EDF Bespoke Services**

EDF and DRS have been developing new 'bespoke' rail services in addition to the spent fuel rail moves. This is an exciting opportunity for DRS to further support the estate with their transport requirements.

### **Site Rail Maintenance**

DRS continue in their contractual relationship with Sellafield Ltd for the maintenance of Sellafield rolling stock. The increased maintenance programme has derived from engineering staff working closely with Site Rail to identify potential risk and opportunities with increasing activities and will ensure that internal movements and ultimately the spent fuel programme is uninterrupted.

### **LLWR**

LLWR and DRS has agreed that from the 1<sup>st</sup> April 2015, LLWR will take over the management of the road element of the contract for the low level waste moves. This decision was made so that DRS can focus on increasing the volume of LLW moved by

rail. DRS has retained the haulier framework agreement capability for other projects.

DRS continue to develop and grow in other sectors.

### **National Supply Chain (NSC)**

#### **Seasonal**

With the successful completion of the RHTT program (leave clearing) it was not too long before the NSC seasonal team requested Mini Snow Plough fitted locomotives to clear snow off the main lines of Northern Britain.

#### **Saloons**

We have now commenced the 2015 'Caroline' Saloon program, which will involve over twenty trips around the rail network. Trips this year have already transported Government Transport Minister Clair Perry MP who was officially marking the completion of the Great Northern Joint Line £280 million upgrade.

'Caroline' will be traversing new territory in June this year having a trip over the newly rebuilt 'Borders' line from Edinburgh to Tweedbank near Galashiels.

#### **Weedspray**

During Spring we supplied drivers to work six MPV units on around two hundred individual circuits weed spraying the national network. The circuits will cover East Anglia, East Midlands, Great Western, Yorkshire, North East, North West and Southern Scotland.

### **Charters / TOC Support**

We provide support for Virgin, Pathfinder/Riviera, Northern Belle (Belmond), Chiltern, Abellio Scotrail, Abellio Greater Anglia, First Great Western and Northern Rail.

Northern Rail partnered with the Department for Transport and First TransPennine Express. They developed a solution that not only protected capacity for services in the North of England, but overall has increased it across the north including the Cumbrian Coast.

DRS supply locomotives and coaching stock providing an additional 300,000 seats a year; supporting the local economy and tourist industry. Whilst the MKII coaches are older, they have been refurbished to provide a more comfortable and spacious environment.

A round up of all the latest news from DRS can be found in the company magazine Along the Right Lines including exciting news on our Class 68 and 88 locomotives.

**Kyle Palmer, DRS**