

Ramsden Dock Terminal Stakeholder Group

4th RDTSG Meeting held on Monday 28 September 2009, at 3 o'clock, Barrow Town Hall

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 J Goddard, James Fisher Shipping Services
Chief Inspector M Woodhouse, Cumbria Constabulary
Station Manger W Wyllie, Cumbria Fire Services
Mr D Carpenter, Associated British Port
Mrs E Foran, Direct Rail Services
Mr M Fox, Mrs D Redman, Mr R Wilcox-Baker, Mr A Bacon, INS
Mrs L O'Leary, Secretary RDTSG

1. Opening Remarks

The chairman welcomed members to the 4th Ramsden Dock Terminal Stakeholder Group meeting

2. Retired Members/New Members and Apologies

The Chairman thanked County Council Norman Shaw, who had been member of the Committee, on two separate occasions, but had decided not to stand for re-election. To-date no notification has been received from Cumbria County Council as to who will replace Councillor Shaw on the Committee.

ACTION No.1 – Secretary to contact Cumbria County Council.

The Chairman announced that the 4th RDTSG was to be his last meeting. As with NDA Site, local Stakeholder meetings, an independent Chairperson was to be elected, 3 nominations had been received and voting would take place under any other business.

The Chairman thanked all retiring members and welcomed new members, including Mr David Humphreys, Emergency Response, Cumbrian County Council has replaced Mr Ken Johnson; Station Manager William Wyllie has replaced Station Manager Gavin Roberts and Mr Rupert Wilcox-Baker, from INS who was attending for the first time.

Apologies had been received from Mr Paul Jervis, ABP, who was represented by Mr David Carpenter; Mr Ted Hawkes was represented by Chief Inspector Malcolm Woodhouse and Mr Alastair Brown was represented by Mr Matt Fox.

3. Minutes from previous meeting

The Chairman confirmed one action was placed at the last meeting. "INS and ABP to consider Buncefield Incident Report and report back to the RDTSG on lessons to be learnt." Mr Rupert Wilcox-Baker informed the Committee members that the report was not applicable to the Terminal as the fuel comes in by truck and large stocks are not kept. However, INS received reports from the H.S.E., which is then reviewed by INSAFE and actions taken as appropriate. On this occasion no direct comparison could be made due to the much smaller quantities of fuel being used at the Terminal. Currently, the vessels take on fuel via road tank or barge. All appropriate Risk Assessments and Procedures are in place. ABP share the same view, therefore, action discharged.

The chairman confirmed that the minutes from the 3rd meeting had been distributed and placed on two websites, PNTL and Sellafield Ltd. Minutes were accepted and approved.

4. Operations Review

Mr Matt Fox, representing Mr Alastair Brown, updated Committee members, with regards to the Operations Review.

4.1 General

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

Recently, the PNTL Senior Officers Conference was held, at which Officers were encouraged to offer ideas for improvements onboard the PNTL/NDA fleet. This year Captain Jack Millar, attend his last Conference as he has now retired after 28 years service. Therefore, Chief Officer Adian Howlett has been promoted to Captain.

This year PNTL has also employed its first female third officer.

4.2 European Shearwater

Approximately two weeks before the meeting, the NDA owned European Shearwater was towed to The Netherlands, where she will be decommissioned and recycled in the same yard as in previous years. The last vessel recycled for INS, Pacific Teal, saw over 97% of the vessel by weight recycled. It is anticipated that a similar percentage will be achieved.

4.3 Pacific Sandpiper

The Pacific Sandpiper has recently undergone a routine dry-dock, at Birkenhead and now remains in Barrow awaiting a further commercial voyage to Japan. The UK are shortly to commence their export of waste from Sellafield and it is anticipated that the NDA/Environment Agency will make an announcement with regards to waste shipments from Sellafield, within the week.

4.4 Pacific Heron

The Pacific Heron, the newest of the INF3 fleet, has recently completed the successful transport of Mixed Oxide (MOX) fuel from France to Japan, in tandem with Pacific Pintail. The vessel is currently in the Port of Kobe, in Japan, awaiting the collection of empty transport packages from Chubu Nuclear Power Plant, it is anticipated she will return to Cherbourg via the Panama Canal.

4.5 Pacific Pintail

The Pacific Pintail is now back in Barrow, following her successful completion of the recent Japanese MOX voyage. The vessel also returned with empty transport packages via Panama from two reactor plants, to France as part of the Japanese MOX programme.

4.6 Atlantic Osprey

Following the completion of a dry-docking and refurbishment programme, at Birkenhead, the Atlantic Osprey has continued to undertake various voyages within Europe. The vessel has transported an empty transport package from Cherbourg to Barrow and category 3 material from Sellafield to Sweden.

4.7 New European vessels

INS is currently working with the NDA and has advertised through the European journal for a replacement vessel for the Atlantic Osprey. No purchasing decision has been made, as a business case is required to be presented to the NDA.

4.8 New PNTL vessels

Work on the construction of the two new PNTL vessels, replacements for Pacific Sandpiper and Pacific Pintail, continues at the MES Shipyard in Japan with keel laying complete and delivery of both expected next year.

4.9 Emergency Response

The section has continued its programme of emergency response and recent activities included hosting a visit from the New Zealand Government's National Radiological Protection Board. IAEA spoke very positively about INS's openness and transparency.

The section also supported the UK Maritime and Coastguard Agency with a national level chemical spill exercise using the Pacific Sandpiper. Also, as part of the MOD national training to involve commercial vessels, the Emergency response team will witness the MOD training to be held at the INS Barrow Marine Terminal later this year. INS/NDA were pleased to allow their assets to be used.

Further details will be provided during the Emergency Response Presentation.

Mr David Humphreys asked what form of waste is being returned.

Mr Matt Fox replied that waste being returned to customers is part of the waste stream from reprocessing, in the form of solid glass, within stainless steel containers. To date we have completed 12 of these shipments from France, with the first scheduled from the UK next year.

Mr David Humphreys asked if the containers required cooling.

Mr Matt Fox replied no the flasks do not require cooling.

Mr David Carpenter, asked, the Atlantic Osprey currently operates out of Workington, will the new vessel also operate out of Workington?

Mr Matt Fox replied that no firm commitment had been given from the NDA with regards to a new vessel.

5. Terminal Review

Mrs Redman gave the Terminal Review update to Committee members.

As advised at the last meeting, the fire towers have been decommissioned, along with the removal of the supporting plant and equipment. This work was completed in March.

Also, this year the changing facilities at the Terminal have been upgraded and a number of minor improvements are scheduled to be carried out at the Terminal later this financial year. These include fire door replacement, pointing of buildings and minor works on the shore crane (including replacement of cable trays and the repositioning of the auxiliary hoist limit switch.)

As previously advised by Matt Fox, the Terminal continues to provide a selection services to the PNTL vessels and also the NDA fleet including a visit by the Atlantic Osprey on her return to the UK from Sweden. She was berthed at the Anchor line basin during her stay in Barrow in August.

The shore crane and port operatives have undertaken the following lifts:

- Loading one empty flask to Pacific Sandpiper in April for return to France.
- Unloading an empty flask from Atlantic Osprey for return to Sellafield.

This is in addition to the regular stores loading of the vessels alongside.

The Terminal remains in compliance with the International Ship and Port Security Code (ISPS). At the end of April, the Terminal Services Manager attended the Port Security Meeting and took part in a table top exercise involving all Port Facilities regarding possible incidents/threats for the sailing of sub Astute which addressed the requirement under Transec for a 12 monthly exercise involving all Port Facilities.

5.1 Training

Personnel at the Terminal have undergone various courses, depending on their specific roles and have also undergone training on the use of the new universal lifting beam, which took place utilising the Pacific Sandpiper and the empty flask from Sellafield during April.

The Terminal has also hosted a training exercise run by the MCA and utilising their Hazardous and Noxious Substance Response Team.

5.2 Visitors

Since January 2009 the Terminal has hosted over 20 visits with delegates from:

The World Nuclear Transport Institute
Representatives from the Panama Media
The New Zealand Government and National Radiological Laboratory
The French High Commission

5.3 Terminal Staffing

Following an internal review of the structure at the Terminal, it was decided, that roles and responsibilities would change. This has meant that Bernard Payne has started at the Terminal today as the new Terminal Manager.

6. EHS&Q Review

Mr Rupert Wilcox-Baker updated Committee members on the EHS&Q review.

6.1 Quality and Environmental Management Systems

International Nuclear Services, majority owner of subsidiary PNTL, and PNTL continue to be certified to ISO 9001:2000 and ISO 14001:2004 the International Standards for Quality and Environmental Management Systems.

LRQA, our third party certification body, conducted a surveillance audit in February 2009. No non-conformances or issues of significance were raised in these audits.

Throughout the transition of INS to NDA ownership INS and PNTL have retained certification to ISO9001:2000 and ISO14001:2004.

6.2 Environmental

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

Within ISO 14001, Environmental improvement targets have been set within INS for 2009/10. The targets for 2009/10 include:

- A survey of the energy usage at INS Barrow Marine Terminal (BMT), following the changes to the windows and heating system, and comparing it against the previous survey.
- Investigate means of measuring and reducing energy usage in the INS offices (including BMT) in line with the upcoming Carbon Reduction Commitment scheme.
- Investigate the potential savings from introducing a waste compactor to Barrow Marine Terminal for their waste, to ascertain if one would be practical and cost efficient.
- Establish the physical condition and functionality of the quayside bunkering pipeline, to determine if there are risks to the environment and the future use or possible removal of the pipeline, a study will commence in due course.

6.3 Conventional Safety

6.3.1 INS

INS as a company had, unfortunately over the last 12 months had one Days Away Case. This event occurred in October 2008. The event was due to a slip/trip, at Cheltenham rail station, whilst an office based employee was travelling on company business and resulted in a fractured ankle.

6.3.2 BMT

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 which required in First Aid treatment.

As, previously mention by Mrs Redman, the Barrow Marine Terminal Fire Towers Decommissioning project was successfully completed early 2009. Due to nature of the project, it was reportable to Health and Safety Executive (HSE) under the Construction (Design and Management) Regulation 2007 (CDM). The principle contractor, Agrilek Ltd of Barrow-in-Furness, managed the project and in conjunction with INS terminal employees completed the project without any injuries or impact to the environment.

6.4 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 9 minor accidents reported by PNTL seafarers this calendar year. One required medical treatment where a seafarer felt a pain in his left shoulder upon waking, which was diagnosed as a torn ligament. Six required First Aid treatment, three of the injuries occurred during severe weather resulting in grazed knees and bruising to the chest; a bruised ankle and a bruised back. The other three First Aid treatment cases were for lower back pain; swollen hands and a small cut to the head. The two minor injurious events were on the Atlantic Osprey and were a crushing injury to a contractor's finger and a seafarer twisted his knee. Recently, a Behavioural Safety Meeting was held on board the Pacific Pintail, which gave crew members the opportunity to raise matters of concern.

6.5 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 from industrial sources for the general public and the lowest category set by the IAEA for occupational control arrangements.

Recently, at the BMT, the radiological arrangements for control of radioactive sources were audited by Sellafield Ltd. The audit found that the arrangements at the BMT complied and went beyond the legal requirements and followed the nuclear industry best practices. The auditors took away a number of items which they considered to be "good" practice that they are recommending Sellafield Ltd introduce.

Station Manager Wyllie asked in order to enhance the level of comfort would it be possible to report near misses?

Mr Wilcox-Baker replied that all INS employees are encouraged to report all incidents/accidents, therefore, agreed that near misses would be included in future reviews.

ACTION No.2: INS - Mr Wilcox-Baker to included near misses within Q& E review.

7. DRS Review

Mrs Eva Foran, Communications Manager, for DRS gave Committee members an update.

Since the last meeting DRS' have delivered 100% of all services requested at 92.9% on time for nuclear services and 93.8% on time for non-nuclear services with no accidents. Those services that were late, was due to network rail maintenance.

7.1 News Update

DRS has had a successful Open Day at Kingsmoor Depot, Carlisle in July 2009. The charity event raised £5,000 which will be distributed to local charities in the surrounding areas. Next year the event will be held at Crewe depot.

DRS has won the 'Asda' Carrier of the Year Award' for the provision of intermodal rail freight services between Aberdeen and Grangemouth. In running this service DRS has contributed to

a savings of almost 3000 tonnes of CO2 emissions per year and this equates to removing 7,200 lorry journeys a year off the UK congested roads.

7.2 New Businesses -

Launch of a new rail freight service, working with WH Malcolm Ltd for the provision of rail transportation in the Scottish region between Elderslie, near Glasgow and Grangemouth, near Edinburgh. Traffic commenced in August 2009 and is running 5 days a week, which is due to increase to 6 in the near future. This new flow will remove approximately 12,500 lorry journeys which is approximately 3000 tonnes of CO2 saved.

DRS will commence its Autumn Rail Head Treatment Programme shortly, which is removal of leaves from the rail lines. This year we have been awarded 7 circuits (2 in Carlisle and 5 in Anglia). The company will also undertake the Spring/Summer 2010/2011 MPV Weed-Spraying Programme for the Anglia and London North Eastern Region rail infrastructure.

You may have already read that the de-fuelling has started at Suffolk's Sizewell A Magnox nuclear power station and DRS is responsible for the rail transportation of the flasks to Sellafield. The flask despatch programme is expected to take about 3 years and in this time approximately 310 flasks from the twin reactors will be moved.

Recently, DRS Training School launch the 'state of the art' Training Unit. This new curtained sided training unit is the latest addition to the Carlisle training school. The container, which looks like an ISO, will aid in the delivery of core training to DRS as well as nominated third party train crew on all aspects of pre-departure checks, fault finding and carrying out remedial repairs to reduce third party delays on the network.

DRS is continuing to carrying out some NDA facing works and meets with Regional Managers in NDA to see how DRS can assist in the business. DRS continues to participation in all NDA stakeholder conferences and dialogues.

8. Any other business

8.1 Support for Barrow Area

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

Mrs O'Leary advised the Committee that recently International Nuclear Services Ltd and PNTL had been in a position to be able to support a number of local charities. Including the following:

- INS with split funding with Sellafield Ltd, has been able to support four Business dynamics Programmes at Alfred Barrow Secondary School.
- INS has been able to help towards the purchase of various kitchen items for the Salvation Army Café, at Haven Community centre.
- INS recently made a donation to the RNLI at Campbeltown, after a member of crew was taken off the Atlantic Osprey, who needed medial treatment and who is now back in the fleet.

- A number of charities also received items from the European shearwater, such as bed linen and kitchen equipment.

8.2 Emergency Response Presentation

The presentation was given by Mr Alan Bacon, Senior Emergency Response Manager, INS. A basic outline of how INS Emergency Response Team is made up and works, including areas that are sub-contracted was presented.

A copy of the presentation is attached for information.

8.3 Barrow Development

Mr Huck gave Committee members an update on progress, in relation to the Barrow Docks Development.

With regards to the Marine Village, a developer was in place and is preparing a Business Plan, which was anticipated to be completed by end of September, with a submission to Treasury by January 2010. More land within the area is still to be purchased.

The access road for the Business Park is complete. Phases 1 and 2 have engaged the Private Sector, with Barrow Borough Council agreeing funds of £6m European funding. It is anticipated that no buildings will be seen for approximately nine months. A Barrow Port Area Action Plan is due to be completed early December, with planning documentation ready by spring next year.

8.4 New Chairperson

The Chairman, Captain Malcolm Miller, explained his relationship with the nuclear industry covered a period of more than 27 years. Starting as an Officer within the PNTL fleet in 1983 and later joining Transport Office in Warrington in 1990, where he stayed until he retired in 2007 and since then he has kept his appointment as Chairman on a semi-independent basis.

As mentioned in the opening remarks of the Chairman, 3 nominations had been received 2 independent and 1 in relation to Mr Alastair Brown. Due to the NDA local Stakeholder meetings requiring an independent Chairperson, INS had also decided to follow the same rule. Therefore, Mr Alastair Brown was removed from the nominations. Leaving two nominations from Barrow Borough Council, who had agreed that they would like to nominate one councillor and that, was Councillor Pidduck.

The Chairman thanked everyone around the table for their help and support and was pleased to handover the position to Councillor Pidduck.

Councillor Pidduck thanked the Chairman and said his style may be different, but he hoped to do as good a job.

On behalf of INS and Committee members Mr Rupert Wilcox-Baker thanked the outgoing Chairman and welcomed the new Chairman.

9. Date & venue of next meeting

The next meeting is anticipated to be held around spring time 2010, at INS Barrow Marine Terminal. The secretary will notify members when a date has been set.

The Chairman closed the meeting and thanked members for attending the 4th RDTSG meeting.

Distribution

Committee Members

Mrs S Williams, Sellafield Limited
Mr B Payne, INS Terminal Manager
Mr M Forwood
PNTL website
INS website