



## **Ramsden Dock Terminal Stakeholder Group**

1<sup>st</sup> Ramsden Dock Terminal Stakeholder Group Meeting, held Tuesday 1 May 2007, at, INS Barrow Marine Terminal

### **Present**

Capt. M L Miller, Chairman RDTSG  
Mr P Huck, Barrow Borough Council  
Councillor E Wood, Barrow Borough Council  
Mr S Jeffcoat, James Fisher & Sons  
Inspector M Woodhouse, Cumbria Constabulary  
Group Manager P Higgins, Cumbria Fire and Rescue Service  
Mr N Ridehalgh, Associated British Port  
Captain D Carpenter, Associated British Port  
Mrs E Foran , Direct Rail Services  
Mr A A Brown, INS, BNGS  
Mrs D Redman, INS, BNGS  
Mr R Magraw, INS, BNGS  
Mr B Todd, BNG  
Mrs L M O'Leary, Secretary RDTSG

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### **1. Opening Remarks**

The Chairman welcomed committee members to the 1<sup>st</sup> RDTSG meeting. In particular he welcomed new members and thanked retiring members. A special mention was made of Mr Phil Huck, who was replacing Mr Stephen Warbrick, as Barrow Borough Council representative as Mr Warbrick was due to retire on 18 May 2007.

### **2. Apologies**

Apologies were received from the Fire Service Group Manager Wyllie, represented by Group Manager Higgins; Chief Inspector Goulding, represented by Inspector Woodhouse; Mr C Roberts, represented by Mr S Jeffcoat; Mr K Johnson, County Councillor Kitchen and Councillors Williams, Guselli, Pidduck and Waiting, had no representatives.

### **3. Matters Arising**

- 3.1. At the last meeting of the RDTLC in September 2006, it was announced that British Nuclear Group was to be sold, as part of the NDA restructuring of the UK Civil nuclear industry. INS can now confirm that British Nuclear Group Sellafield will be named "Sellafield Ltd" and will own 51% of the shares in INS. With a new branding exercise anticipated to be complete in the next couple of months.



- 3.2. Within the evolution of INS, succession plans for key roles have been reviewed and as a consequence some structural and personnel changes are taking place. The Managing Director for INS, Jeremy Rycroft, was replaced by John Clark on 1<sup>st</sup> April 2007. Jeremy will remain as acting Commercial Director until he retires at the end of September. Alastair Brown has become Head of Operations, reporting to John Clark who is taking the lead on key transport issues following the retirement of Malcolm Miller on 30<sup>th</sup> April. However, Captain Miller will retain his position as a Director of PNTL and the World Nuclear Transport Institute (WNTI) and continue to provide advice to INS on transport issues including remaining a member of the Transport Safety Committee. In addition, Captain Miller indicated his willingness to remain as Chairman of the RDTSG.
- 3.3. The New Ship project is progressing well with the keel laying ceremony taking place last October at Mitsui Engineering and Shipbuilding Company, Tamano. The next milestone for new ship is the launch now fixed for 10 May 2007, when the naming ceremony will also take place. This marks the end of the major construction phase and the start of the detailed fit out. Arrival in Barrow is anticipated to be around end of the year December/January. Photographs of the construction to date were passed around for Committee members to view.

Discussions are also taking place in relation to the replacement of Pacific Sandpiper and Pacific Pintail.

- 3.4. A member of the public asked, if the new vessel had been named?

The Chairman replied, yes, but this could not be officially released until after the launch.

A member of the public asked, if the vessel would be armed in Japan or the UK.

The Chairman replied that the full fitting of physical protection equipment would take place in the UK and not Japan.

A member of the public asked for clarification, no arms onboard when she leaves Japan.

The Chairman replied that was correct.

#### **4. Minutes of the last meeting**

- 4.1. There were no comments or corrections and the minutes from the last meeting were approved.
- 4.2. With regards to the two actions, the Secretary confirmed that, action 41.1, new terms of reference to be issued to Committee members, were distributed with the RDTLC 41st minutes. Action **Complete**

The secretary also confirmed that with regards to action 41.2, Minutes were now available on PNTL website and that a link from the Sellafield Stakeholder Group website would follow in due course. Action **Complete**.



## **5. Operations Review**

Alastair Brown gave the Operations Review to Committee members.

### **5.1. General**

Since the last meeting, the PNTL/NDA fleet of ships has continued to operate in a safe and efficient manner. During that period of time BNGS have undertaken a tendering exercise in relation to the contract for Ship Management, we are pleased to say that James Fisher & Sons have been successful in retaining the contract.

### **5.2. European Shearwater**

The European Shearwater has remained alongside in Barrow with no crew on board but with weekly inspection and running of critical plants to assist with re-activation, if required. Subject to final agreement from NDA, it is expected that the vessel will be decommissioned later this year.

### **5.3. Pacific Sandpiper**

Pacific Sandpiper has completed the 12<sup>th</sup> (and final) high level waste shipment from France to Japan. As part of the same voyage, a new VRTF, UK HLW flask built at Corus was delivered to Barrow for transport to Rokkasho for commissioning in readiness for HLW returns from the UK to Japan.

The vessel is currently in Kobe and will shortly undertake a routine dry-docking whilst in Japan before returning to Barrow later in the year.

### **5.4. Pacific Teal**

Preparations for the decommissioning of Pacific Teal are well underway with the decommissioning expected to be completed within this financial year. The process undertaken will be similar to Pacific Swan and Pacific Crane, with a tendering exercise due to start shortly. Various equipment onboard has been offered to local charities, schools, etc.

### **5.5. Pacific Pintail**

Pacific Pintail has recently returned from routine dry-docking in Falmouth. The vessel will now remain in Barrow awaiting her next voyage to Japan, which is expected to be for MOX from France around about 2009.

### **5.6. Atlantic Osprey**



In November the Atlantic Osprey undertook a voyage from Barrow with MOX fuel for NOK in Switzerland. The use of Barrow Port for this type of shipment was not originally envisaged, however it became necessary due to Workington being unavailable at the time the delivery was required by our customer. We are very grateful for the co-operation we received from ABP and other port users to enable us to plan and carry out this operation safely and securely at relatively short notice. Since then, in March the vessel delivered a further consignment of MOX fuel for NOK, departing from Workington, which completed deliveries to NOK.

Following on from the shipments, discussions are currently taking place with Cumbria County Council, with regards to communications of category 1 transport. This consultation includes the Office of Civil Nuclear Services (OCNS), and will also be extended to cover district Councils.

The vessel continues to undertake a variety of other voyages around Europe and to the USA including the return of a commissioning flask from Sellafield to France which took place through Barrow in April.

## 5.7. Emergency Response

### *5.7.1. CNC Marine Escort Group Awareness Course*

An awareness course was held for a number of PNTL Masters and Chief Officers, run by CNC Marine Escort Group. The three day course was held at Barrow, Sellafield and Warcop Military Range.

### *5.7.2. IAEA Discussion with Coastal States*

BNGS joined the UK, Japanese, French and United States of America delegations to participate in informal discussions between Shipping States and Coastal States. The discussions were held at the IAEA, Vienna and included a presentation on PNTL emergency response arrangements.

### *5.7.3. Emergency Response Team Development Courses*

At the last meeting we notified members about the New Sellafield Emergency Response Team. Two development courses were held at Eskdale Outward Bound for Emergency Response personnel from Sellafield and Risley. The aim of the course was to enable the Emergency Response Team to excel in its ability to work together. Positive feedback was received from both courses and a total of 94% of the delegate confirmed that the aims had been "fully met" and rated the overall programme as "excellent".

### *5.7.4. NSC Annual Emergency Response Training Course*

We have also been training six personnel from Nuclear Services Japan who recently attended a week long training course at Risley, Sellafield and Barrow. A large part of this years training was held onboard the Pacific Pintail using an empty transport package.

### *5.7.5. Security Exercises*



A series of table top exercises were held at Risley to test the security arrangements for European Cat 1 MOX transports. The exercises included representatives from INS, PNTL, JF&S and the Civil Nuclear Constabulary. The exercises were witnessed by the OCNS.

That concluded the Operations Review.

5.7.6. A member of the public asked:

(a) when did BNGS envisage the decommissioning of the Pacific Teal would take place?

Alastair Brown replied that it is anticipated to be sometime over the summer.

(b) the same question but in relation to the European Shearwater.

Alastair Brown replied it would be sometime later.

## **6. Terminal Review**

Dianne Redman gave the review in relation to the Terminal.

### **6.1. Operations**

6.1.1. The Terminal continues to provide a selection (of) services to the PNTL and NDA fleets. These services include the loading/discharge of flasks to and from the vessels and the provision of safe and secure berths. Since September 2006, there have been few flask movements at the Terminal.

6.1.2. The Port Operatives loaded a TN28 dummy flask on to the Atlantic Osprey, for return to France in April. The flask was brought over from France last year for trials at Sellafield.

6.1.3. Pacific Sandpiper arrived back in Barrow in late September with two flasks containing Material Test Reactor Fuel (MTR) from Japan. These flasks were later shipped to the USA on the Atlantic Osprey through Workington.

Following the discharge of the MTR flasks, the Pacific Sandpiper then went to Cherbourg to collect a TN28 flask which was delivered to Sellafield via Barrow.

Back in January, the BNGS designed vitrified residue transport flask (VRTF) was loaded to the Pacific Sandpiper prior to her departure on voyage to take HLW from France to Japan. The flask has now arrived at the Rokkasho site and will undergo operating trials later this year. It will return to the UK in autumn of this year to commence testing in the residues export facility at Sellafield site. The Chairman added that the new flask manufacturer was Corus, in Cumbria.



6.1.4. As previously mentioned by Alastair Brown, the empty flask loaded to the Pacific Pintail for use during emergency response exercises has been transferred to the Pacific Teal as the Pintail went away to dry-dock. The flask will be transferred back to the Pacific Pintail shortly.

6.1.5. The Terminal remains in compliance with the International Ship and Port Security Code (ISPS) and has received another unannounced visit from TRANSEC in January of this year.

They were satisfied that the Terminal was compliant with ISPS regulations.

6.1.6. The Terminal continues to subscribe to Port Skills and Safety, an initiative which promotes a safer working environment within Port facilities, within the UK. This is achieved by the sharing of information including accidents and incidents and learning from ports events.

## 6.2. Personnel

6.2.1. There has been an increase in resources at the Terminal with the employment of a full time Services Manager. The Services Manager will work alongside the Terminal Manager providing support to the Terminal in areas such as Purchasing and Environmental Health and Safety.

6.2.2. Personnel at the Terminal have undergone various courses, these include:

First aid training carried out by local St Johns Ambulance  
Mobile Access Tower Training Course  
Fire Wardens Course  
Site Training Ladders and Steps

## 6.3. Upgrades to Terminal Infrastructure

The civil review of the Terminal, is continuing, looking at refurbishment required over the next 15 years. The installation of an LPG fuelled central heating system is to be installed within the main administration building in later summer. Over the next 4 months we are also planning to re-rope and re-paint the shore crane. This is in preparation for the HLW returns from the UK to Europe/Japan.

## 6.4. Visitors

Since September 2006, the Terminal has hosted 27 different visits with delegates from:

UK Ambassador to Panama  
US Ambassador to the International Atomic Energy Authority  
Colombian Ambassador to the International Atomic Energy Authority



Fleetwood Nautical College  
Maritime Coastguard Agency  
Members of the IAEA Safety Committee

## **7. Environment, Health & Safety Review**

Rob Magraw gave the report concerning EH&S.

### **7.1. Quality and Environmental Management Systems**

International Transport and PNTL and International Nuclear Services continue to be certified to ISO 9001:2000 and ISO 14001:2004 the International Recognised Standards for Quality and Environmental Management Systems.

In October 2006 LRQA conducted a full 3 yearly recertification of the International Transport and PNTL management system to ISO 9001:2000 and ISO 14001:2004. A further surveillance audit was conducted in March 2007. No non-conformances were raised in these audits.

International Nuclear Services were recently subjected to a surveillance audit conducted by LRQA in October 2006. The full 3 yearly recertification audit of INS management systems took place in April 2007, again without any non-conformances being raised.

The impact of the re-organisation of INS on the third party certifications is being reviewed.

### **7.2. Environmental**

The 2006/07 environmental targets set for Barrow Terminal and the NDA/PNTL vessels have all been achieved. These targets included reductions in various waste categories and studies into other potential environmental improvements, such as waste reduction.

Targets for 2007/08 have been agreed. These include improving energy efficiency at Barrow Terminal, better co-ordination between ships and terminal on reducing packaging and improving categorisation of waste, and also a review of ship bunkering operations.

### **7.3. Conventional Safety**

*7.3.1* It is very pleasing to report that there were no recordable or reportable events involving Terminal operatives in the 2006-07 financial year. The last accident at the Terminal resulting in time away from work was in November 2004.

The programme of revision to key EH&S documents, mentioned at the last meeting, including COSHH assessments, Fire Risk Assessment, Asbestos Plan and Site Emergency Plan is now essentially complete. We continue to carry out assurance activities to confirm activities at the Terminal comply with relevant legislative and company requirements.



7.3.2 PNTL year on year has seen a reduction within the fleet, with only one accident involving a PNTL seafarer that resulted in time away from work. The injured party was carrying out a maintenance task, in restricted space area, on the Pacific Pintail and as he stood up, with appropriate head protection, he bumped his head on a low light fitting. He later complained of dizziness and nausea and, as the ship was in port, was sent to Barrow hospital as a precaution. Although he did not receive any treatment he was detained overnight for observation and hence unavailable for work.

The number of minor work related injuries to PNTL seafarers continues to be low.

7.3.3 The “Hooked on Safety” behavioural observation process continues to thrive. The success of seconding a PNTL officer into James Fishers Offices in Barrow, to manage this process is set to continue. Recently a delegation from BNG Sellafield visited the James Fisher offices to look at the PNTL system and see what they could learn from the way in which the process has been designed and implemented that could be applicable to Sellafield.

#### 7.4. Radiological Safety

For all voyages completed in 2006 the radiation exposure to seafarers and operatives at the terminal 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.

#### 7.5. New Ship Projects

The INS EHS&Q function has been involved with the specification, design and construction of the new ship and will be similarly involved with any future vessels. This involvement has contributed to the safety and environmental improvements, such as shallower stair angles and improved fuel efficiency, which are being realised in the new vessel.

The INS EHS Manager recently conducted a combined EH&S and Corporate Social Responsibility audit at the MES Tamano shipyard.

### **8. DRS Review**

Eva Foran gave an update on DRS operations.

8.1. Since the last meeting DRS have deliver 99.45% of all services requested and with 92.2% on time. The reduction of number of trains on time is mainly due to rail maintenance taking place by rail network.

8.2. An order has been placed for a further 10 new bred of green Class 66 locomotives, which are low emission, low noise and vibration expected to arrive at the third quarter of this year. This will further compliment DRS's existing fleet. DRS are currently liaising with the



manufacturer from Canada as to the possibility of bringing the fleet to Barrow Dock. DRS are hoping to be in touch with ABP shortly to discuss details further.

- 8.3. On the 23<sup>rd</sup> March 2007, DRS celebrated an official opening of Gresty Bridge Depot, at Crewe. The new depot allows DRS to provide a complete in house maintenance facility as well as provision of 3<sup>rd</sup> party capability for other train operators. The Honourable Mrs Gwyneth Dunwoody, MP and The Mayor and Mayoress of Crewe and Nantwich also unveiled the new name of a loco to mark the occasion.
- 8.4. DRS have also recently purchased some coaching stock which will allow us to expand our service range to offer charter services. The coaches are currently been restored and refurbished to bear the signature DRS livery, it is currently anticipated that they will be available at the end of June 2007.
- 8.5. On Saturday 7<sup>th</sup> July 2007 DRS are holding an Open Day, an event that is held once every 2 years. The event will be in Kingmoor Depot, Carlisle and this year it is estimated that over 1000 visitors will come through the gates, compared with 500 two years ago. On the day it is also intend to name two locomotives on that day – one to be named after the depot and the other to commemorate the 50<sup>th</sup> anniversary of the Class 20.  
  
It is hoped that running in conjunction with the Open Day, the opportunity will arise to launch the charter train taking approximately 200 passengers from Carlisle to Newcastle (return service) utilising our liveried 'Eddie' the Engine (Stobart's Engine) and WH Malcolms liveried loco along with a Class 47. This proposed service is yet to be confirmed, due to the closeness in dates with the availability of the coaching stock.
- 8.6. 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.

## **9. Community Support Review**

The Chairman reported that he was pleased to inform the members that recently International Nuclear Services Ltd and PNTL had been in a position to be able to support a number of local charities. Including:

- Drop Zone Café, money was given towards a new computer for the Office.
- A590 Youth Theatre Group was given money towards them taking part in a project, held in Prague in November 2006.

We recently received some good publicity in relation to a donation made to Our Lady of Rosary School, when John Hutton MP, opened a new outdoor play area.

## **10. Any Other Business**

- 10.1 Phil Huck, Barrow Borough Council gave an update to members with regards to the Development of Barrow Port.

The development is split into 4 phases, phase 1 is in relation to Water Front and is well underway, with approvals from Cumbria County Council for phase 1, being in two stages.



Stage one approval has been received and the second stage approval is expected around mid-May 2007. Finance for the project is anticipated to be completed by the end of June, with reclamation work anticipated to start around October 2007.

Phase 2, relates to the Marine Village, and again is split into two stages. The first stage relating to Land Assembly, which Barrow Borough Council, has obtained. And the second stage relating to development and procurement process, work is expected to progress in this area around September when interested parties will be asked to express their interest, with selection taking place spring 2008.

Phase 3, pedestrian link, concern has been expressed with regards to a wooden walk way; therefore, they are looking to add bridges.

Finally, Phase 4 relates to the Marina Link, tender review is currently taking place.

- 10.2. A member of the public, said he had a question which was two fold. (a) relating to Atlantic Osprey shipments from Barrow and were they one-offs? If not, have discussions taken place between Barrow Borough Council and PNTL? (b) how is someone in a luxury apartment or industrial unit going to accept a clamp down when PNTL decides to carryout a transport?

Alastair Brown replied for (a) we are not planning to use Barrow port again for the transport of MOX on the Atlantic Osprey. However, if the need arose again discussions would take place with the appropriate stakeholders. We are aware of the developments for the Port and Barrow Borough Council and ABP fully involved.

Phil Huck, replied for (b) that the private sector was leading the scheme for Town and Development and that they are fully aware of the land use.

- 10.3 A member of the public asked, with regards to the shipment last November, why couldn't we have waited 3 weeks for the lock gates to be fitted?

Alastair Brown replied that customer delivery window had to be met. Lock gates were due to be back on the week after shipment, but we could not take the risk of yet another delay to the delivery.

- 10.4 The Chairman asked the secretary to update the members with regards to the process for electing the Chairman for the next three years.

The secretary explained that nominations had only been received for Malcolm Miller and Alastair Brown. Although, Malcolm Miller was retiring from BN-GS he was staying on as a consultant. Therefore, the competition was between 2 INS members.

Alastair Brown, therefore, offered to withdraw. Nick Ridehalgh, who had nominated Alastair, fully supported the withdrawal..



Therefore, Malcolm Miller expressed his thanks and said he was pleased to be able to continue as Chairman.

**11. Date & venue of next meeting**

The next meeting of the RDTSG is anticipated to be held around the end of the year, at Barrow Borough Town Hall. The Secretary will notify members when a date has been set.

The Chairman thanked members for attending 1<sup>st</sup> RDTSG meeting.

**Lesley O'Leary**  
RDTSG Secretary

30 July 2007

**Distribution**

Committee Members

BNGS -

External -

Mr A J Shuttleworth

Miss J Drugan

Terminal Manager

Mr G Carter

Mrs S Williams

Mr R Wilcox-Baker

Mr M Forwood

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