

Ramsden Dock Terminal Liaison Committee

41st Ramsden Dock Terminal Liaison Committee Meeting, held Friday 22 September 2006, at Barrow Borough Council Town Hall

Present

Capt. M L Miller, Chairman RDTLC
Mr S Warbrick, Barrow Borough Council
Inspector M Woodhouse, Cumbria Constabulary
Group Manager W Wyllie, Cumbria Fire and Rescue Service
Mr 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
Mrs L M O'Leary, Secretary RDTLC

1. Apologies

Apologies were received from Chief Inspector Goulding, represented by Inspector M Woodhouse; Mr N Ridehalgh, represented by Mr D Carpenter; Mr C Roberts, represented by Mr S Jeffcoat; Mr K Johnson and Councillors Williams, Burton, Guselli and Pidduck

2. Opening Remarks

The Chairman welcomed committee members to the 41st RDTLC. He welcomed new members and thanked retired members for their contribution. New members included Mrs E Foran, Direct Rail Services and Group Manager Wyllie who replaces Group Manager Higgins, as Cumbria Fire Services representative. Due to a number of new faces all committee members introduced themselves.

At the last meeting the Chairman reported that British Nuclear group was to be sold as a whole, However, the Chairman advised the committee that it had been decided that the best value for the shareholder (the government) would be delivered if the Project Services business and the AWE shareholding were sold separately from the nuclear decommissioning business which deliver the Sellafield and Reactor Sites contracts awarded by the NDA. This development is consistent with the BNFL's Board strategy of maximising value to its shareholder whilst delivering the best solution for employees and customers.

The Chairman was pleased to report to the committee that the new ship for Japanese business was progressing well. The ship builders, Mitsui Engineering and Shipbuilding Company were due to start cutting steel on 16 October 2006, with the keel laying ceremony due to take place on 24 October 2006. The launch date is anticipated to be early May 2007, with arrival in Barrow October/November 2007.

The Chairman commented to the committee that he was surprised at the recent article in the Evening mail on Tuesday 22 August 2006, with regards to waste shipments. There had been no secret and the committee had been made fully aware of the successful shipments from France that had taken place over the last few years.

The chairman reported that shipments from France are due to come to an end next year, with shipment from the UK to Japan to commence 2008 with approximately 9 voyages and UK to Europe to commence 2009 with approximately 8 voyages.

No Intermediate Level Waste (ILW) shipments will take place from Sellafield, due to substitution. However, the French did not take part in substitution, therefore it is anticipated that PNTL will be involved with the ILW shipments from France to Japan.

The chairman was please to report that since the last meeting International Transport and PNTL had been in a position to support a number of local charities. Including:

- £1,800 to “The Sea Cadets” who purchased a new fleet of PICO sailing boats, Alastair Brown had attended the launch on 1 September 2006, on behalf of PNTL.
- £500 to “St.Paul’s C.O.E School” for the purchase of outdoor equipment for the playground.
- £1,000 to “Sacred Heart Catholic Primary School” to help improve the outside environment of the school, with the purchase of adventure frames for the playground.
- £600 to “Barrow Amateur Swimming Club” towards 49 children taking part in World Youth Friendship Games, held in Holland during July 2006. At which we understand the Club won 43 medals and 123 personnel bests, which is excellent news.

3. Minutes of the last meeting

There were no comments or corrections and the minutes from the last meeting were approved.

With regards to the three actions, the Chairman reported that, action 40.1, the NDA and the Environmental Agency had been invited to become members of the Committee. The chairman reported he had received a positive response from the NDA and that they would attend future meetings, however, we were awaiting a response from the Environmental Agency.

The secretary confirmed that with regards to action 40.2, members had been sent copies of the New Terms of Reference, to be discussed later on the agenda. With regards to action 40.3, it was also confirmed that future minutes and papers would be available on the PNTL website, www.pntl.co.uk.

4. Operations Review

Mr Alastair Brown reported on the operations review to the committee.

General

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

Taking each vessel in turn:

European Shearwater

The European Shearwater has remained alongside in Barrow awaiting further business. She has recently entered into, what we call, cold lay-up with no crew on board but with weekly inspection and running of critical plants to assist with re-activation should that be required.

Pacific Sandpiper

Pacific Sandpiper, returned to Barrow yesterday, having completed the 11th high level waste shipment from France to Japan and has returned empty flasks from Japan to France and returned to Barrow. She also brought two spent fuel flasks from Japan which will be shipped to the US through Workington in the near future.

The vessel will shortly depart on another voyage to Cherbourg to collect an empty TN28, HLW flask, for use in commissioning of the vitrified waste export facility at Sellafield. She will then remain in Barrow in readiness for her next voyage to Japan.

During these short voyages between Barrow and Cherbourg, an opportunity has arisen for BN-GS office staff to undertake familiarisation voyages in order to better understand the marine side of the business, which has proven to be very useful.

Pacific Teal and Pacific Pintail

Pacific Teal and Pacific Pintail both remain alongside in Barrow awaiting their next voyage. During this period, the director of Spent Fuel Services, Jeremy Rycroft spent a 'back to the

shop floor' day on the Pacific Pintail working with the ship's crew in order to gain a better understanding of the work and issues on board.

Atlantic Osprey

In April this year the vessel transported four MOX assemblies, from SMP via Workington to France for onward shipment by road to Switzerland.

The vessel continues to undertake a variety of voyages around Europe and to the USA and cargoes have included uranium fuel and materials test reactor fuel as well as some non-nuclear cargoes.

In April the Atlantic Osprey came into Barrow, for the first time, to deliver a dummy TN28 commissioning flask from Cherbourg for commissioning in the residue export facility. The handling features of this flask are the same as a real TN28 but it is not licensed for actual use.

Emergency Response

Emergency Response Team members have received additional training covering the following subjects:

- Flask Incident Response
- Ship Familiarisation
- Ship to Ship Transfer and pilot ladder
- Helicopter Familiarisation and Underwater Escape
- Off Road Driving
- First Aid and Travel Medicine
- Respirator and Breathing Apparatus

A table top exercise was held at Sellafield, with the scenario based upon the response to an emergency involving a fuel flask being transported by rail to the site. The emergency response team members worked with Direct Rail Services (DRS) and the emergency services to deal with the incident.

A UK communications exercise was held to test the call out and response times of on call International Transport personnel. The overall result was favourable, with an average telephone response time of two minutes.

A live scale emergency exercise was held off the coast of Moji, Japan. The scenario was based upon the response to a simulated incident involving a flask onboard a PNTL vessel. The exercise was organised by NSC and witnessed by a number of representatives from BN-GS, the Japanese Government and Utilities.

A joint communications exercise was held to test a key part of emergency response, that is, communications between the following organisations:

British Nuclear Group - UK (Risley)
James Fisher & Sons - UK (Barrow)
Japanese Coastguard - Japan
Nuclear Services Company - Japan
MV Pacific Sandpiper - Japan (Kobe)
UK Department for Transport - UK
UK Office for Civil Nuclear Security - UK

The exercise was based on a simulated incident involving a Cargo Ship colliding with the MV Pacific Sandpiper during a HLW voyage in Japanese Territorial Waters. The exercise also tested the response capabilities of our emergency response contractors.

The initial feedback from the participating organisations is positive and it is hoped that for future exercises the scenario may be expanded further to allow for a full live scale exercise.

A reporter from the North West Evening Mail, asked where the Pacific Sandpiper had been and where it was going.

Mr Brown reported that Pacific Sandpiper departed in February to collect HLW flasks from Cherbourg for Japan. The vessel stayed in Japan whilst the flasks were processed. The vessel then returned with empty HLW and spent fuel flasks onboard.

5. Terminal Review

Mrs Dianne Redman reported on the terminal review to the committee.

Operations

Since the last meeting, the Terminal continues to provide a selection of services to the PNTL/NDA fleets. These include the loading/unloading of flasks to/from ships and the provision of safe and secure berths.

Since December 2005, there have been very few flask movements, Port Operatives have unloaded one flask for trials at Sellafield which was transported from France on the Atlantic Osprey, and an empty flask was loaded on to Pacific Pintail for use during emergency response exercises, conducted on the Terminal.

The Terminal remains in compliance with the International Ship and Port Security Code (ISPS) and has received another unannounced visit from TRANSEC in June this year. The representatives checked if the recommendations from the previous audit had been carried out,

upgrading of the fencing (fantails and the extensions into the dock), visually checked all vehicles on site for parking passes and inspected the search log held at the Gatehouse.

They were satisfied that the Terminal was compliant with ISPS regulations in all these areas and the Terminal was commended for implementing the actions raised from their previous visit.

The only, minor finding, made during the visit this time was to display a "restricted area" sign at the entrance to the site. This has been completed.

The Terminal continues to subscribe to Port Skills and Safety, an initiative to promote 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 events.

Barrow de-railment

An incident occurred on Friday 31st March, at the Terminal during low-speed shunting operations, involving a locomotive and an empty rail wagon; the wagon became partially de-railed, within the Terminal. No one was hurt during the incident and the wagon remained upright.

The wagon was not involved in the transport of radioactive material at the time and as such the event did not require reporting.

The movement was being carried out by Direct Rail Services (DRS). Operations were carried out to re-rail the wagon, which was assessed for damage and declared fit to run on the rail network and proceeded to return empty back to Sellafield.

Since then, a DRS/British Nuclear Group investigation has been completed and recommendations are being implemented, which include the fitting of new clips and improvement in communications.

Personnel

There have been a couple of changes to personnel since the last meeting, with the retirement of the Radiation Protection Supervisor, Steve Spedding, after over 20 years with the Terminal, at the end of July. This role has now been taken on by Rob Magraw's EH&S team, who are based at Risley who will continue to support the vessels and Terminal regarding all duties associated with health physics monitoring.

Personnel at the Terminal have undergone various courses, depending on the roles since the last meeting:

Abrasive wheel course
Manual handling course in July

Risk assessment training
First aid training carried out by local St Johns Ambulance
Security Guard Training

Upgrades to Terminal Infrastructure

A review, of the Terminal, is currently underway, looking at refurbishment required over the next 15 years. In addition to replacing windows and doors with double glazed units to improve our energy efficiency, we are also reviewing the way the administration buildings are heated to allow for a more environmentally friendly way of heating. Over the next 18 months we are also planning to re-rope and paint the shore crane to allow operations to continue well into the future.

Visitors

Since December, the Terminal has hosted visits from:

International Atomic Energy Authority
Panamanian Government Legislator
Nuclear Decommissioning Authority
World Nuclear Transport Institute
Department for Transport
Fleetwood Nautical College

The Terminal has also hosted two PNTL gatherings, the Safety Forum and the Senior Officers Seminar in July.

A reporter from the North West Evening Mail asked, with regards to the de-railment who had recommended the replacement of the clips.

Mr Brown replied that DRS had made the recommendation that the clips be adopted.

A reporter from the North West Evening Mail asked was the track not deemed as unsafe.

Mr Brown replied that, due to the infrequent use of the rail line, slack was found in the rail points. Therefore, it was decided to look how the points are maintained and to fit clips, which is belt and braces, over what is required by the industry.

A reporter from the North West Evening Mail asked, for the de-railment to be explained in layman terms.

Mr Brown responded that the points are held in position with springs, which over the years had lost tension.

The Chairman mentioned that under rail regulations this was not classed as an incident.

A reporter from the North West Evening Mail asked shouldn't this have been spotted?

Mr Brown, answered, yes.

Mr Magraw reiterated that the points are designed to operate without the clip; the clip is an additional precaution.

A reporter from the North West Evening Mail asked, is this not embarrassing?

The chairman reported that at no time were the public at risk.

A reporter from the North West Evening Mail asked if we can't stop a mistake this small, how can you operate safely.

Mr Brown answered that one thing has gone wrong, but even if flasks were onboard the railwagons, many other safeguards are in place to protect people.

Mr Carpenter, added that he has worked with many companies, but he has never worked with a company who operate to such high standards, at the Terminal and onboard the ships.

5. Environment, Health & Safety Review

Mr Rob Magraw reported on EHS&Q report to the committee.

Quality and Environmental Management Systems

International Transport, PNTL and Spent Fuel Services continue to be certified to ISO 9001:2000. Since the last meeting we have achieved a successful transition to the revised ISO 14001:2004. In addition to a full review of our environmental management arrangements the opportunity was taken to conduct a fundamental review of our environmental aspects register to bring it in line with current practice.

Since the last meeting LRQA have conducted a number of combined ISO 9001/14001 surveillance audits of the International Transport and PNTL management system in March 2006, and Spent Fuel Services global management system in April 2006.

The International Transport and PNTL certificates are subject to the 3 yearly full recertification audit by LRQA in early October. The Spent Fuel Services certificates will be subject to a full recertification in April 2007, with a surveillance audit planned for mid October 2006.

Environmental

On environmental matters, at previous meeting the decommissioning of Pacific Crane and Pacific Swan has been mentioned. Following the successful decommissioning and recycling of the PNTL vessels, the Environment Agency has formally released British Nuclear Group of any remaining liability under the Tran frontier Shipment of Waste Regulations regarding these vessels.

Improvements are being made in the arrangements controlling the management of waste to ensure better categorisation and segregation of waste streams to aid more efficient and environmentally responsible disposal.

Progress against targets, for the Terminal and vessels that is NDA and PNTL, reduction in hazardous waste for 2006/07 is good.

As mentioned at the last meeting, all but one of the operational vessels have had their stern tube lubricating oil changed to a biodegradable alternative to reduce the environmental hazard presented by potential leaks to sea.

Conventional Safety

On conventional safety we are pleased to report that there were no injurious events involving Terminal operatives or contractors in the 2005-06 financial year and there have been none to date this year. The last accident at the Terminal resulting in time away from work was in November 2004.

As part of our continual improvement process we have conducted a review of all risk assessments on the Barrow Terminal. We are now delivering a programme of revision to general risk assessments, and other key documents including COSHH assessments, Fire Risk Assessment and Terminal Asbestos Plan.

Since the last meeting there has been one accident involving a back injury to a seafarer that resulted in him being away from work for more than 3 days. This event occurred in February 2006 on the MV Atlantic Osprey while she was in Dunkirk undergoing modifications. The injured seafarer felt a click in his back as he stood up after bolting down a manhole lid which was subsequently diagnosed as a trapped nerve or slipped disc.

There have been a further 4 minor work related injuries to seafarers reported since the last meeting. We are currently looking at trends.

The new behavioural safety observation process, "Hooked on Safety", has now been fully implemented across the PNTL/NDA fleet. The process has been developed and implemented by PNTL staff for use by PNTL staff. This has resulted in very positive feedback regarding ownership and commitment to the process. The observation and findings performance and the

actions taken as a result of observations are shared across the fleet on a regular basis, which are key contributors to the improving safety culture.

Radiological Safety

For all voyages completed in 2006 the radiation exposure to seafarers and Terminal operatives continues to be very low, i.e. individual doses less than 1 milliSievert, the internationally accepted annual dose limit for the general public and the lowest category set by the IAEA for occupational control arrangements.

6. DRS Review

Ms Eva Foran reported to committee members on DRS activities.

Since the last meeting DRS have continued to provide 100% service for Nuclear and non-nuclear cargo's, with 95% being on time. With only two incidents since the last meeting, that is the de-railment at Barrow and media incident at Brent sidings. An investigation was carried out at Brent sidings and DRS were found to be within compliance. OCNS/Transec are now looking into this further.

During the year DRS has taken delivery of environmentally friendly locomotives, three out of ten new class 66 locomotives, with the remaining seven due early October 2006.

DRS has recently been successful in obtain a three year contract with Eddie Stobart for providing a service to Tesco. The service will run five days a week and takes approximately 26 lorries, per service, off the roads. This is part of a government incentive scheme.

DRS's training school is up and running and proving to be a great success, with external companies, such as the MOD, sending over 30 drivers and mechanics to learn how to handle locomotives at high speed.

As last year DRS has once again be successful in obtaining a contract for treatment of railheads, including clearing leaves from 10 circuits during autumn for a three month period. For the first time DRS has been successful in obtaining a contract on the East coast to keep the overhead cables free of frost and ice from December to March.

A member of the Evening mail asked if the Brent siding was a de-railment and when did this occur.

Ms Foran responded that the Brent siding incident was security related and happened back in July 2006.

7. Other Business

The Chairman gave a brief presentation to Committee members with regards to recent changes within International Transport/Spent Fuel Services. The major change being that from the 1 October 2006, Spent Fuel Services would be known as “International Nuclear Services Ltd” and would become a subsidiary of BNGSL and the NDA. With BNGSL owning 51% and NDA owning 48%.

The Secretary then gave an update on the changes to the Terms of Reference, for endorsement by Committee members. The following was noted:

- Committee named changed to “Ramsden Dock Terminal Stakeholder Group” (RDTSG).
- Functions covered to be expanded to include Community Support
- No change to membership for Barrow Borough Council or Representatives from International Nuclear Services Ltd.
- Under “Other Members”, DRS now fell within this Group, as they report direct to the NDA. With the NDA and Environment Agency being added to this list. However, confirmation of their acceptance to join the Committee had not been received.
- With regards to Officers, the Committee is to elect a Chairman by simple majority, therefore, it was agreed that at the next meeting to be held, the first under the new name, election would be held for the Chairman.
- No change to the frequency of meetings.
- Committee members were informed that in the future minutes and papers will be ‘open’ and available on the PNTL website www.pntl.co.uk.

Committee members agreed to the New Terms of Reference and including the renaming of the meeting.

Action 41.1 New Terms of Reference to be issued to Committee members.

Action 41.2 41st minutes to be made available on the PNTL website.

Mr Warbrick gave an update to the Committee with regards to the Port Development Plans, with the most significant change being that Barrow Borough Council and Cumbria County Council had acquired the appropriate land from Associated British Ports. With regards to the Cruise Terminal:

- License granted
- Design being developed
- Preparation of bid to Northwest Development
- Further modelling being carried out.

The Cumbria County Council Business Park, is to be split into a number of phases, with each phasing taking approximately 12 months, with the first phase being the raising of the site to prevent flooding and building of a new bridge.

8. Date & venue of next meeting

The next meeting of the RDTSG will be held on Tuesday 1 May 2007, at INS, Barrow Marine Terminal.

9. Actions

Action	Description	Who
41.1	New Terms of Reference to be issued to Committee members	Secretary
41.2	41 st minutes to be made available on the PNTL website.	Secretary

Lesley O'Leary
Secretary

5 January 2007

Distribution

Committee Members

BNFL -

Mr A J Shuttleworth

Miss J Drugan

Mrs S Williams

Mr R Wilcox-Baker

External -

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Mr G Garter

Mr M Forwood