

Ramsden Dock Terminal Stakeholder Group

*Minutes of the 17th meeting, Barrow Town Hall, Barrow-in-Furness, 1030hrs
8th March, 2017*

Present

Cllr. David Pidduck, Leader of Barrow Council; RDTSG Chairman
Phil Huck, Chief Officer, Barrow Borough Council
Peter Buchan, Shipping Director, INS
Mark Crowther, Head of Shipping / PNTL General Manager, INS
Rob Wood, Marine Terminal Manager, INS
Adam Taylor, SERCO
Luke Asbridge, DRS
Rachael Storey, DRS

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1. The chairman commenced the meeting at 10:30hr. The minutes from the previous meeting were agreed and there were no matters arising.
 2. Peter Buchan then gave the following report on the marine operations.

Update

The time since the last meeting has been a busy period seeing a number of transports being completed and preparations for forthcoming shipments.

Vitrified Residue Returns

Since the last meeting INS has returned highly active waste (HAW) in the form of vitrified residues to Switzerland. This was the second of the two planned consignments for Switzerland, the first having been successfully completed in 2015. The waste results from the reprocessing and recycling of spent nuclear fuel at the Sellafield site in West Cumbria, which had previously been used to produce electricity by utilities in Switzerland.

Additionally the 6th return of waste from the UK to Japan has been completed successfully and the Pacific Grebe is now preparing to return to the UK from Japan.

Both shipments are part of the Vitrified Residue Returns (VRR) programme - a key component of the UK's Nuclear Decommissioning Authority (NDA) strategy to repatriate highly active waste from the UK, fulfil overseas contracts and deliver UK Government policy. These returns involve Sellafield Ltd working in partnership with INS to remove the waste from the Sellafield site.

Following the successful shipments to Switzerland and Japan in late 2016, there

will be a momentary pause in the VRR programme with no container inspection or flask loading activities at Sellafield prior to August 2017. We'll be able to say more about the next VRR shipment in due course.

Exotics Transport

INS continues to play a key role in the movement of fuel known as "exotics" from Dounreay in Scotland to Sellafield. A huge amount of work from several agencies goes into making sure these operations are completed safely and securely. A record we're committed to maintaining over the coming months and years.

Pacific Egret

The vessel is now alongside in Barrow, and we'll be able to say more about its next voyage soon.

Pacific Heron

The vessel is now alongside in Barrow, and we'll be able to say more about its next voyage soon.

Pacific Grebe

As stated above, the Pacific Grebe is currently berthed in Kobe, following the successful completion of the 18th transport of High Level Waste to Japan. The vessel is preparing for the return to the UK.

Oceanic Pintail

The vessel is currently berthed in Barrow and is enjoying a busy schedule having been involved earlier this year in some of the key international activity highlighted above.

Ship Management

The contract for ship management is working well and has been extended for a final four year term in accordance with the original provisions of the tender. SERCO and the fleet were audited by the Maritime and Coastguard Agency and the full Document of Compliance was renewed.

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

Update

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

- Flask Repositioning
- Receipt and Discharge of Exotics Cargo
- General Lifts for Vessels Servicing and Maintenance

The following work has recently been completed or is in progress to continue the upgrade of site and maintain the condition of the Terminal facility:

- The installation of 4 additional storm bollards was completed in January 2017, the bollards are now available to be used by the vessels during adverse weather
- New fire alarm system installed to the shore crane to provide greater site coverage
- Installation of a new water isolation valve and sub-meter inside the site boundary
- Review of quayside sacrificial anodes performance and potential replacement
- Warehouse cladding renewal ongoing this month
- Maintenance work and painting have been completed on the shore crane and universal lifting beam

Further modernisation works will continue over the next few years and will represent further major capital investment and commitment to continue operations in Barrow for the foreseeable future. Local companies will be utilised where possible.

The Terminal recently assisted DRS with the recovery of a rail coach which was stuck at Barrow station requiring repair. DRS had a requirement to move the vehicle on to road transport to enable it to be taken away for repair. This could not be done at Barrow station due to the differing levels of rail and road access. The vehicle was moved by rail at walking pace from Barrow station to BMT, the coach was then winched to the back of a low loader vehicle via rail ramps for the road transport to Carlisle depot. This was a good example of customer interface and relations.

Audits

Compliance audits and inspections have been successfully carried out by Department for Transport (DfT Security in Ports), LRQA (Lloyds Register QA) of Management Systems and Hydrop (Water Monitoring) for prevention and control of legionella.

Training

Familiarisation visits have continued for the Police, Fire Brigade and Ambulance Service. Safety and security drills are completed regularly with site staff and contractors.

Personnel at the terminal have continued to receive relevant training and refresher courses, depending on their specific roles to maintain regulatory compliance.

Safety

Since the last meeting the Barrow Marine Terminal has operated over 4600 days (twelve years) without a lost time accident being recorded.

A new safety culture initiative 'Safe Steps' has been implemented within INS, this process is being positively used on site to continually improve safety.

Visitors

Since August 2016 the Terminal has hosted numerous successful delegation visits from:

- Japan
- China
- NDA
- ORC

Community

INS continues to support the local community when possible.

Over the past 6 months we have:

- Provided funding to Barrow Blind Society for conversion of their Vision Support Centre
- Continued support of the Love Barrow Awards
- Donated redundant equipment to Barrow Island Boat Club & Barrow Sea Cadets for future use
- Provided funding to PHX Training to upgrade their facility in Barrow

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

Health, Safety and Environmental Management Systems

The INS Health & Safety Management System (MS) has been certified to OHSAS18001 assessment series by LRQA since April 2015. Since then there have been four surveillance audits and in February 2017, following four day recertification audit, INS successfully gained recertification to OHSAS18001:2008 with no non-conformances raised.

The INS Environmental Management System (EMS) underwent a major change in 2015/16 to achieve certification to the new international standard ISO14001:2015. The EMS passed the first of its four surveillance audits in

October 2016 with no non-conformances raised.

The ship management system continues to be approved by the Maritime and Coastguard Agency in line with Maritime Health and Safety Regulations and Standards. Serco continues to maintain certification to the International Standard ISO14001 for Environmental Management for PNTL.

There have been a number of legislation compliance audits of activities at BMT since RDTSG 16. These audits have covered such topics as lifting operations, provision and use of work equipment, legionella control and asbestos management, with no major issues raised.

The metrics set in 2015 to monitor the performance of INS EH&S management systems and all of its processes continue to be scrutinised. Again, no major issues with performance have been found.

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. A reviewed and revised policy has been signed by the Managing Director and the Business Service Director in January 2017.

PNTL embraces the commitments and ethics outlined in the INS Policy with additional specific maritime elements. The PNTL Policy has been brought in-line with the new INS policy and is currently awaiting approval from the PNTL Executive.

EH&S Performance during FY 2015/16

Health & Safety

The practice of analysing event trends is part of our Learning from Experience process. All events are logged on the Assurance Database for recording, sentencing and trending purposes.

Below is the combined EH&S performance to date for INS, PNTL and its subsidiaries (UK, Japan & France).

Issue	FY 16/17
Total Recordable Incident Rate [INS & PNTL]	0
Lost Time Accident Rate [Days Away Case Rate]	0
RIDDOR / MAIB major injury [Reportable]	0
RIDDOR / MAIB lost time accident	0
RIDDOR dangerous occurrence	0
MAIB Reportable Marine Incident [non-injurious]	0
INES incidents	0

Environmental non-compliance	0
Minor Injuries INS	2
Minor Injuries PNTL	8*

*including two minor injuries to contractors

We continue to have minor injuries both within INS and PNTL. These are few in number however the trends are unrelated and have differing causal factors which make trending challenging. It is to be noted that none of the INS minor injuries were at BMT.

INS cultural improvements remain a key objective for 2016/17 and in 2017/18. A cultural improvement element to improve near-miss reporting has been successful with a 400% increase in reporting at its peak.

The performance of the current PNTL Safety Culture Improvement Programme continues to be monitored by Serco and INS. A detailed culture improvement program for the fleet is ongoing. Noticeable improvements have been evident as safety observations from ships' crew has steadily increased as the program is delivered.

Environment

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

Radiological Safety

From April 2016 to date, the highest accumulative* dose for a PNTL employee is 0.01 milliSieverts, which was received by two employees. This is 100 times less than the public acceptance dose limit of 1 milliSievert in a calendar year.

All other seafarers regardless of the number of voyages have received less than 0.01 milliSieverts and the 'average' dose for all PNTL employees 0.0001 milliSieverts across 164 dose records for PNTL.

*The results of all the seafarers' dose meters (TLD's) per voyage added together.

5. Phil Huck then gave an update on the Barrow-in-Furness economy. He explained that a number of activities were contributing to very positive economic circumstances for the town, including the investment for the successor programme at BAE Systems, significant investment by Dong Energy and GSK, and the potential boost to jobs and the economy resulting from the Moorside new nuclear development.

Phil Huck explained that ensuring Barrow had the right people and skills was vital. He described some of the difficulties in attracting people to the area so that they could access the job market.

6. Direct Rail Services provided an update on their activities.

Since the last meeting DRS had completed five services in and out of Ramsden Dock. All services departed and arrived on time with no issues on route.

New Build FNA-D & Disposal of the redundant FNA's

The six new build FNA-Ds have been completed and are now on site at Sellafield undergoing commissioning to be brought into service on the fleet. This is expected to be completed in the next few weeks.

The eight retired EDFe owned FNAs (flatrol wagons) are being prepared for disposal. EDFe are in the process of tendering the disposal activities and the supplier should be identified by mid-April.

DRS Involvement in Cumbrian Coast Activities

DRS are contracted to Westinghouse as strategic rail advisors. We are also supporting them through the Network Rail Governance for Rail Investment Project (GRIP) in the design of new rail infrastructure sidings at the Moorside site and the associated developments at Corkickle and Mirehouse.

DRS are assisting West Cumbria Mining with their planning application and rail feasibility study which will be submitted by May 2017. Following acceptance of the planning application, construction could commence as early as Q1 2019.

They are speaking with DRS for advice regarding operational solutions for a rail delivery strategy which supports the development consent order submission and rail feasibility study. They are looking at various locations on the Cumbrian Coast including Barrow as part of the Morecambe Bay Tunnel scheme.

DRS are supporting LLWR construction activities. In February, a service was delivered from Barrow to LLWR as part of this project. DRS continue dialogue with LLWR for future requirement of aggregate movements and construction material.

Other News

In December, DRS received the Golden Whistle Award for the fourth time running in London where we were officially declared "The Best Performing Rail Freight Operator", taking home the prestigious award.

Organised by the Institute of Railway Operators in conjunction with Modern Railways Magazine, the annual event celebrates operational excellence in the industry.

The Golden Whistle is awarded on consistent arrival times at destination over

the previous 12 months during which DRS were declared more reliable than any of our competitors. The award also recognises the hard work and dedication of the DRS workforce and the vital roles played to ensure our services get to their destination on time, as well as the strong investment in reliability of the DRS fleet of locomotives and assets.

The Golden Spanner Awards took place on November 25th in London. The event celebrates the best of rolling stock maintenance and recognises companies making the greatest strides in train reliability as measured by MTIN (Miles per Technical Incident).

DRS's Engineering teams maintain the Cumbrian Coast Train operated by Northern Rail, this service received the Silver Spanner Award for the 'Most Improved Intercity Service' (which includes loco-hauled services), this achievement is a true reflection of hard work and efforts to keep the Cumbrian Coast Train in tip top condition!

In September, DRS were awarded the Customer Care Award 2016 at the Rail Freight Group Awards for providing First Class Customer Care during the most challenging times.

During the winter of 2015/16, severe weather disrupted not only the transport systems and primary routes which DRS use to deliver for our customers, severe flooding to homes and businesses throughout Cumbria affected staff and their families, shaking communities and threatening the overall delivery of the business.

The DRS emergency response plan was instigated and in true DRS fashion, the business pulled out all the stops with all functions working together to ensure our customers and workforce were supported and offered the first class customer care we pride ourselves on.

Carlisle Skills Fair

For the third year DRS were invited by John Stevenson MP to attend and exhibit at the Skills Fair. The event gives those seeking employment or a career change as well as school leavers the chance to meet with employers and discuss opportunities. The event enables DRS to promote our organisation as well as the wider nuclear industry and the skills required in Cumbria. DRS also welcomed two students on Dream Placement in February, a scheme from Centre for Leadership Performance. Spending time in many departments gave the students a chance to learn about business and they got an insight into how DRS operate.

Open Day

DRS's Flagship event will take place on Saturday 22nd July 2017 at our Kingmoor Depot in Carlisle. The annual event raises money for charitable and worthy causes. The event has grown over the years, welcoming over 4,000

visitors last year, and is now seen as one of the biggest railway events of the year.

All monies raised will be donated via DRS's Sponsorship & Donations Committee who provide and manage assistance to local communities around the sites where DRS operate through sponsorships, charitable giving and employee participation in local and national fundraising events. Last year DRS were able to support over 50 different causes and donated over £17,000.00 via the Sponsorship & Donations fund.

DRS recognise that Corporate Social Responsibility is a long-term commitment and we will continue to review research and introduce new initiatives as they are identified. The Open Day itself is a great opportunity for us to engage with stakeholders, celebrate the industry and promote safety. Industry experts, such as Network Rail and BTP are invited to the event to highlight how they help to keep the UK Rail Network safe for us all. We take our responsibility as a considerate neighbour seriously and are committed to go the extra mile to contribute towards economic development while improving the quality of life of our workforce, their families and the communities in which we operate. Last year over £21k was raised, which we hope to at least match this year.

Class 88 Locomotive

In January, DRS' Class 88002 locomotive was the first to arrive from Stadler Rail, Valencia, followed by a further five, arriving via the Port of Workington last week. In total, ten Class 88 locomotives have been ordered in partnership with Beacon Rail Leasing Limited.

The locomotives will be commissioned by Stadler, followed by a UK testing programme which will last six to eight weeks. The remaining four locomotives will arrive via the Port of Workington by mid-spring. After the commissioning process and proof running on non-nuclear services, the Class 88's will be utilised on our core nuclear services.

The Class 88 is a true "Dual Mode" locomotive combining both 25kv Electric and Diesel Electric operating modes. A further development of the Class 68 platform, the Class 88 is another technical innovation from DRS, providing superior traction equipment for UK operation.

The first opportunity to be up close with the locomotive will be at the Direct Rail Services Charity Open Day at Kingmoor, Carlisle on July 22nd 2017.

AOB

7. There was no further business.
8. The meeting closed at 11:45.