

DSG(2017)C040



Dounreay Stakeholder Group

Chris Connelly

5th December 2017

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Introductions



- **Chris Connelly**
Commercial and Business Development Director
- **Rachael Storey**
Communications and Stakeholder Manager

What will be covered

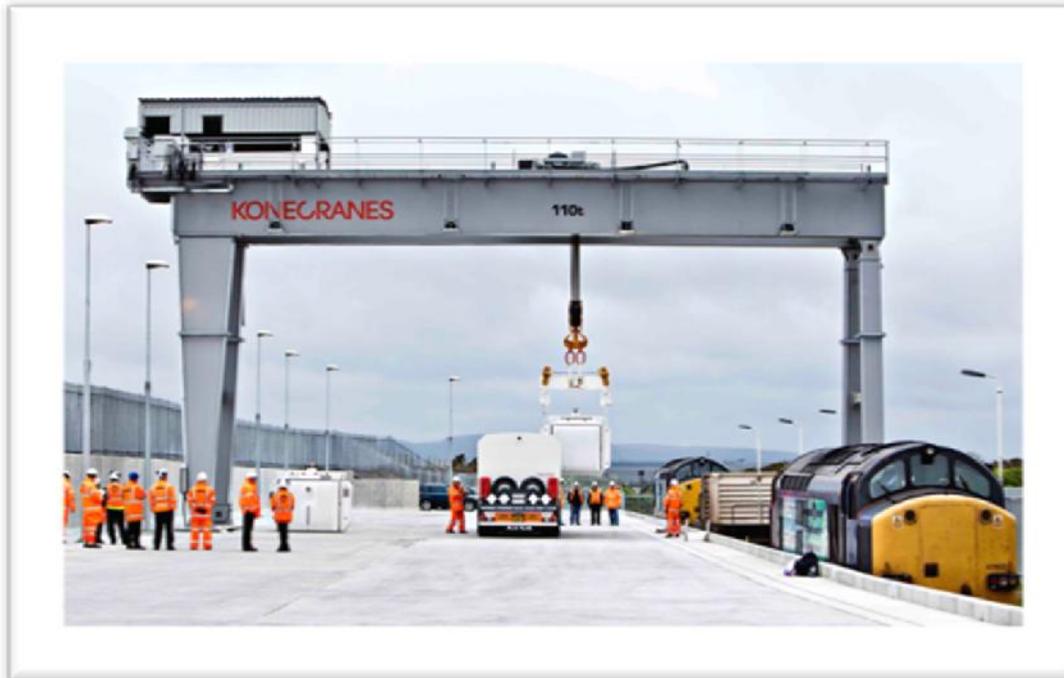


- Railhead primary use
- Facilities and opportunities
- Intermodal desire
- Feasibility trial
- Site legacy/ crane queries

Georgemas Terminal



DRS continue to support the NDA with their mission to deliver 'safe and sustainable solutions to the challenge of nuclear clean-up and waste management of the UK's nuclear legacy.



Primary and priority use of the site:

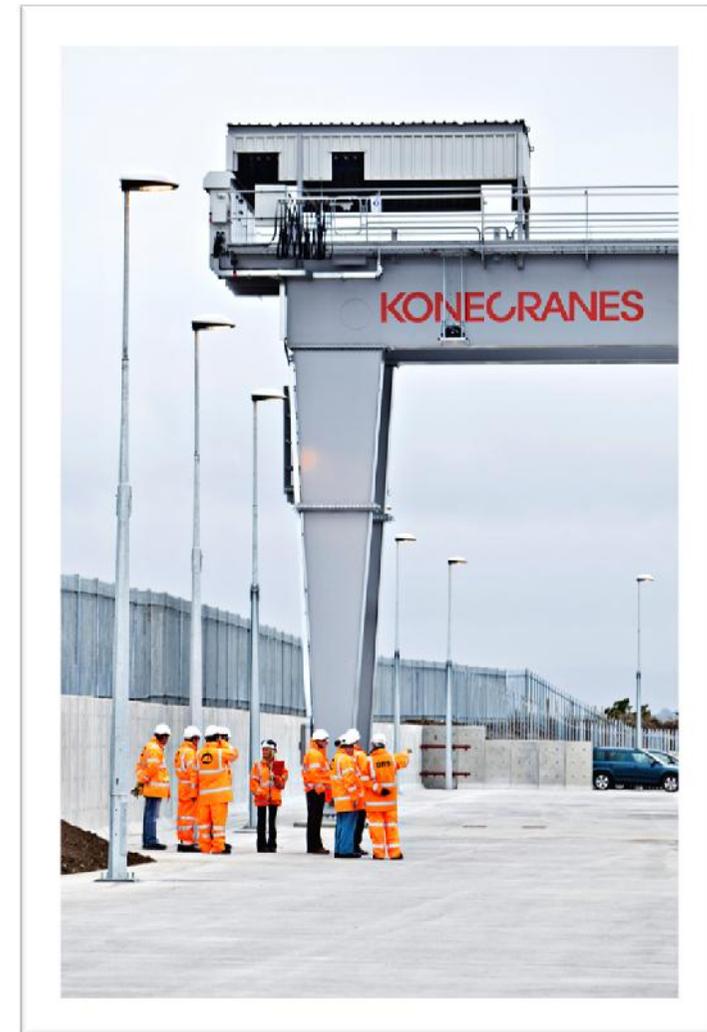
- Transport of nuclear material from DSRL
- Transport of material for MOD

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Enduring Requirement



- Requirement from DSRL until at least early 2020's
- The crane is not being decommissioned whilst operations are ongoing
- The facility can be used by other operators
- DRS are constantly working on future opportunities and overcoming the volume barrier.



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The facility



- The length of the rail facility at Georgemas is approximately 160 metres(524 feet)
- The average width of the rail facility is 17.5 metres (57 feet)
- The terminal can be used for many rail freight activities: construction and all intermodal units.
- Between Inverness and Georgemas the railway line can accommodate both IKA and IDA wagons.
- Crane facility available for loading/ unloading.
- Large concrete area for reach stacker / forklift use (this is most suitable for an intermodal service).

Opportunities



DRS are continuing to pursue discussions with leading organisations to attract opportunities to maximise utilisation of the rail facilities

Interest has been received from:

- Aggregate companies
- Supermarket/logistics organisations

Barriers to operating the service:

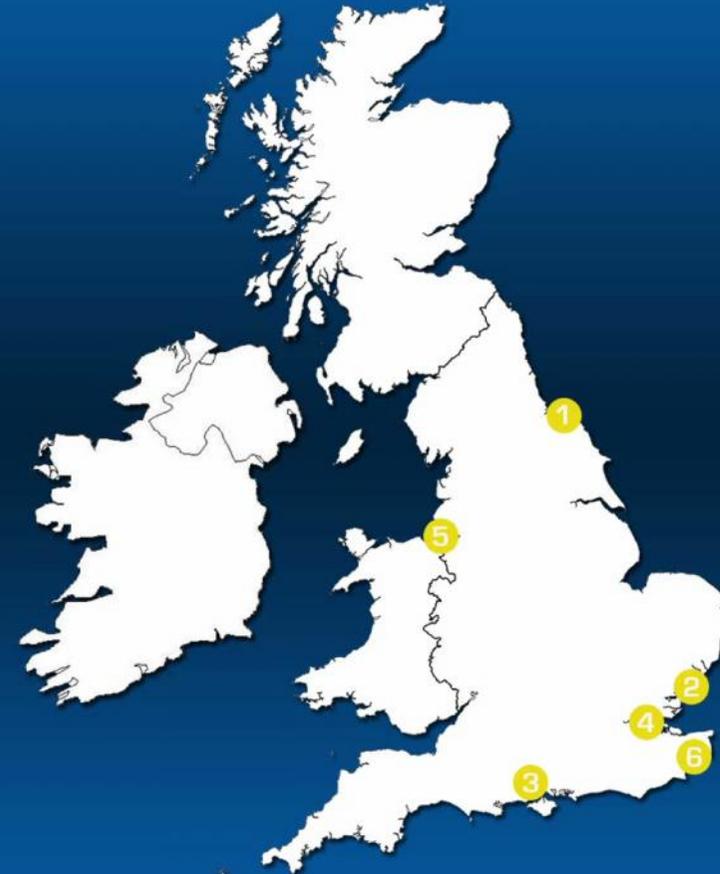
- Volume
- Cost of Road v Rail
- Empty return journeys

DRS are in talks with John G Russell's and Tesco on the potential of a trial service. We will be working to gather the volume to make the potential service cost efficient.

Intermodal – Tesco's Rail Operations



- Ports
- 1. Teesport
- 2. Felixstowe
- 3. Southampton
- 4. Tilbury
- 5. Widnes
- 6. Channel Tunnel



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Tesco's Vision



- Tesco continue on their ongoing commitment to be zero carbon by 2050.
- Utilising rail services allows Tesco to transport products across the country in the most sustainable way, taking thousands of lorries off the road each year and reducing our carbon emissions.
- In addition to transferring goods from our central depot to other points for distribution to the stores, the trains will also return to our depot with goods from our key suppliers making the service even more efficient and further reduce road miles.

Trial train / encouraging use



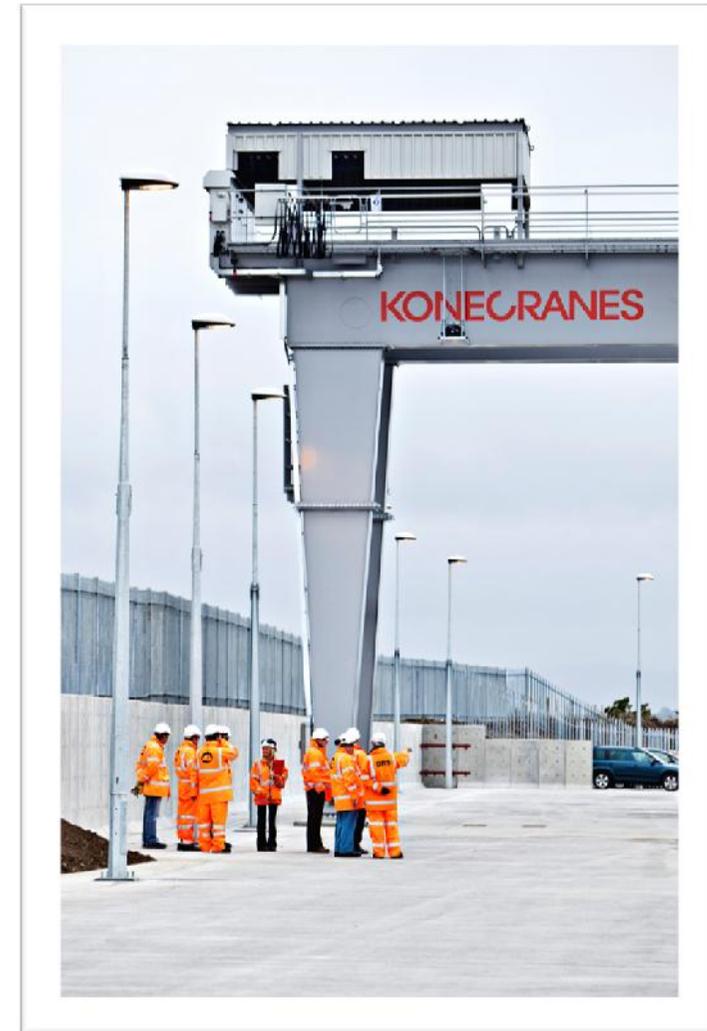
- Working with Tesco, DRS intend to run a trial intermodal train to the facility.
- This will help showcase operations at the facility to potential customers and the community. (The facility is not only set up for nuclear transport).
- We have also advised other freight train operators of the potential of the facility and would encourage and welcome mixed load traffic to create the volume needed to make a service viable.
- This would also test the road infrastructure



Summary



- Requirement from the nuclear industry until at least early 2020's
- The facility has been designed with legacy usage in mind and is capable of this.
- DRS are actively working on future opportunities and overcoming the volume barrier.
- The next step is to run a trial to demonstrate capability of the facility to stakeholders and potential customers.



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Thank you

Any questions?

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