

**DRS PRESENTATION TO DOUNREAY STAKEHOLDER GROUP / CAITHNESS  
TRANSPORT FORUM ON FRIDAY 16<sup>th</sup> MARCH 2012.**

Present: John Green, Caithness Transport Forum, Chair  
Cllr Robert Coghill Highland Council  
David Steven D.Steven & Son  
Mark Norton DORLAG  
Cllr Graham Sinclair Vice Chair, Transport & Infrastructure Committee, OIC  
Cllr Gail Ross Highland Council  
Alex MacManus THC Ward Management Team  
June Love DSG  
Andrew Sumner DRS  
Austen Skinner DRS  
Jean Lipa Association Caithness Community Councils  
Jason Hamilton Scrabster Harbour  
Bob Earnshaw, Chair, DSG  
Claire Conway HIE  
Frank Roach HITRANS  
Murray Lamont North Highland Toursim  
Koreen MacDougall CTF

In addition: Andrew Sumners DRS Business Development Manager  
Austen Skinner DRS Communications Manager  
David Kerr DRS site representative Georgemas

Apologies: Matthew Reiss  
Christine Dodd  
Ken Nicol  
Billy Manson

DRS attended a meeting of representatives from the Dounreay Stakeholder Group and Caithness Transport Forum to update stakeholders on progress of Georgemas railhead. The presentation provided by DRS is provided in Appendix 1.

**QUESTIONS AND ANSWERS**

Q: How will road vehicles enter the Georgemas site?

A: The road access appears tight but is manageable. DRS are currently considering traffic control measures with DSRL.

Q: Have you addressed the serious constraints on the Far North line?

A: Recognise there are capacity constraints however, while challenging, are not considered insurmountable. There is capacity to allow transport by rail and Network Rail has been very helpful in assisting DRS with this matter

Q: Who is responsible for transportation between the Dounreay site and Georgemas?

A: DSRL is responsible for that part of the route.

Q: Will the vehicle access be safe?

A: The area and turning circle has been tested and there will be traffic control in place.

Q: The crane will be a legacy for use by commercial businesses - who will own the crane and operate it post Dounreay transportation?

A: The crane will be owned by DRS and we are looking at opportunities to operate rail services for commercial freight as well as supporting the requirements of Dounreay. This will have the advantage of taking more freight off the road (although acknowledged that there is a role for both rail and road). There is also a potential for services to extend to Orkney.

Q: Who manages the overhead crane and can it be used for commercial use over the same period of material removal from Dounreay?

A: DRS manages the crane and yes it can be used for commercial use whilst the material from Dounreay is being moved.

Q: What would happen if commercial requests clashed with material transportation?

A: Timing would have to be negotiated but it is manageable in the context that a nuclear transport could happen with commercial freight being scheduled for later in the day.

Q: Is DRS actively looking to develop extra trade during fuel movements?

A: Yes, there is no reason that commercial operations cannot run in parallel with fuel movements.

Q: Would rail timings bear any resemblance to ferry timings?

A: Yes, that would be part of the process when discussing business requirements.

Q: Is the crane fixed or can it be used for different loads?

A: Whilst the crane is fixed the hoist can be changed to cater for different loads.

Q: What weight will the crane take?

A: A maximum of 110 tonne weight.

Q: For clarity, are you going to actively pursue new businesses?

A: Yes, the priority is to get the terminal built for material removal from Dounreay but there is no reason why business cannot be extended to commercial freight.

Q: What if there is an accident with the train that is carrying fuel?

A: Working with other external organizations, contingency plans will be put in place; some of this information would be subject to security.

DRS invited interested stakeholders to visit the Inverness terminal and indicated a willingness to work with stakeholders to address any concerns.

Dounreay Stakeholder Group  
19<sup>th</sup> March 2012

## APPENDIX 1 – DRS PRESENTATION


Direct Rail Services 

Presentation to Dounreay Stakeholder Group / Calthness Transport Forum


### DRS Rail Facility at Georgemas

Friday 16<sup>th</sup> March 2012  
Andrew Sumner  
DRS Business Development Manager

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DRS Georgemas Rail Facility 

- **Introduction**
- **Georgemas Overview**
- **Construction of the Facility**
- **Utilisation of the Rail Terminal**
- **Potential Economic Benefits**
- **Summary**

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## DRS Georgemas Rail Facility



- The rail siding which has been selected to provide the road to rail material transfer is at Georgemas.
- The siding is located on the line between the Georgemas and the Dúnreeilly sidings.
- The siding is located on the line between the Georgemas and the Dúnreeilly sidings.



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## DRS Georgemas Rail Facility



- Road Journey from Dúnreeilly to Georgemas



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## DRS Georgemas Rail Facility



- Before activity on site could commence necessary permissions and design work had to be undertaken by DRS.
- Construction activities began in early March 2012 at Georgemas.
- The facility will consist of concrete pad, fixed gantry crane and welfare facilities. In appearance it will look very similar to other existing DRS nuclear facilities.



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## DRS Georgemas Rail Facility



- DRS are currently recycling redundant material from the site and will be utilising local labour and facilities whenever possible.
- The terminal is scheduled to be completed in July 2012.



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## DRS Georgemas Rail Facility



- Primarily the rail facility will be used for the transfer of material from Dounreay to Sellafield.
- It is expected that the first rail shipment will in 2012.
- DRS will be looking to support other projects at Dounreay from the Georgemas area.



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## DRS Georgemas Rail Facility



- The construction of the facility will produce associated economic benefits to the Caithness area.
- DRS are discussing intermodal opportunities with Tesco for the Caithness region. Currently DRS operate a 6 day per week service from Mossend to Inverness.
- It is anticipated that there is potential volume to and from the Caithness area.
- DRS will be looking to engage with the local supply chain in order to evaluate opportunities for northbound and southbound traffic.



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## DRS Georgemas Rail Facility



- Work is now underway constructing the terminal.
- The facility will support the strategic requirements of Downreay.
- DRS are looking to develop railfreight opportunities in the Caithness region that will support and grow local economic development.
- This project is important to DRS and developing effective business relationships in the region will play a key role in delivering for the NDA and the local community.
- Thank you for your time, I will be happy to answer any questions.

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