

NDA Draft Business Plan 2016: Dounreay Stakeholder Group response to consultation

The Dounreay Stakeholder Group (DSG) is represented by over 20 organisations and therefore this response is one that is generally agreed by most organisations. However, there are some organisations, who may not agree entirely with this submission and therefore these organisations have been encouraged to provide their own response.

Page 20: Funding for DSRL

DSG notes the continued budget for Dounreay (£177M) for the next five years.

We note that this year Dounreay had a budget of £209M – we understand that additional funding was provided to site over a 2 year period and therefore the higher level of funding was allocated for those two years only. We assume that opportunities to accelerate projects may be available again dependent on the NDA overall spend.

While we are delighted to see the budget remaining for Dounreay we note that Sellafield's budget has been increased which is obviously to the detriment of other Magnox sites.

Given your strategy is aiming to consider priorities outside the hazard reduction this may mean some movement of funding to allow some of the smaller sites to be decommissioned earlier, thus saving tax payer money. As an example, it would be a shame if any movement of funding were to adversely impact on NDA's key activity to continue the decommissioning of Winfirth in order to achieve the interim end state by 2022/23 and then to continue towards full delicensing. Meeting this key activity would send an important and positive message out to the wider public that decommissioning of a nuclear site to IES can be successfully achieved.

Page 21: breakdown of non-site expenditure

We note that the Socio Economic, Skills, R&D, Knowledge Management, Other increases from £27M (in 2015/16) to £32M (in 2016/17). It would be useful to understand the potential spilt of funding for the different topic subjects. This would allow expectations to be set as to what funding is available for what activity. It would also be useful to understand what would fall into the 'other' category.

On the same page ND(a) Properties, Policy Support, NDA Asset decommissioning goes from a '0' budget in 2015/16 to £30M (in 2016/17) – can you explain the rationale for that please.

Page 39: Dounreay Interim End State

We note the change of interim end state from 2029/30 to a date range of 2030-2033. DSRL has explained why this date range has come about and while we understand it is difficult to predict a 'drop-dead' date it is essential that once the new decommissioning programme is finalised and approved the interim end state date is clear.

Since the site competition in 2012 it appears, that with additional scope included, the decommissioning programme has slipped from 2023 (as was originally reported) to almost ten years later. Further slippages in programme would require clear explanations as to why or one may question whether NDA got the contract model correct in the first place.

On current key milestones, 2016/17 key activities and 2017-2019 planned activities, we understand that that these may be subject to change following finalisation and approval of the decommissioning programme. Therefore at this time we offer no comment on these activities going forward.

It is equally important that from a community prospective any changes to the actual state or definition of the IES is transparent. This is necessary because the NDA continues to work with the regulators and government to define the precise nature and definition of the IES.

Page 46, Direct Rail Services Ltd

From a stakeholder point of view it would be good to see DRS making some headway on commercial freight utilising the Georgemas crane. We understand this is not easy and it is about economies of scale but DRS should be linked fully with the sites to ensure they maximise at the very least any heavy freight required by the Dounreay site (does not have to be fuel related). If for any reasons, fuel transports is a 'blocker' to progressing commercial freight then it would be useful to understand this so that any commercial offering can be considered at the most appropriate time. If commercial freight cannot be identified then NDA will have to consider what happens to the railhead once the fuel has been transported from the Dounreay site.

Page 47: NDA Archives Ltd

DSG is pleased to see the progress of the construction of the NDA Archives in Wick with the creation in the longer term of 20 jobs. We welcome this project and the fact that there was clear partnership working on this project. We would also like to commend NDA for the socio economic benefits that were inserted into both the construction and commercial contract for the NDA Archives.

Dounreay Stakeholder Group
11th February 2016