

Bradwell LCLC No 68 Wednesday 12th June 2019

At the 68th gathering of the Local Community Liaison Council for the old Bradwell Nuclear Power Station it was no surprise that the format followed the usual pattern.

There were about 20 visitors gathered there to hear the progress on the final stages of the initial decommissioning as the station is now in Care and Maintenance. One of the Maldon papers had carried a story which claimed that Bradwell B would be discussed. Surprisingly this only pulled in one additional attendee.

After the introductions and agreement of the minutes updates since meeting 67 were given matters arising noted that the Police were not in attendance to address the meeting. They will now be requested to attend the December 2019 meeting.

Allen Neiling - Site Closure Director's report:

The main takeaways from this were that the staff levels were now down to:

25 Magnox

27 "Radwise" Sub-Contractors (ASW/CSW)

Contractors (variable, currently ~60 to 80)

There had been one accident since the last one reported 18 months previously.

Significantly, there appears to be a change in policy as there are security operatives on site, at all times, drawn from a team of 20-30 for at least the next 12 months before reviewing.

Of other note is that the Cavendish Fluor contract (that was subject to scrutiny last year and resulted in a £100m taxpayer paid fine) ends 31st August 2019. Then Ian Cuthbert will take over as Site Closure Director

There is still some VLLW and LLW on site due to be shipped to Drigg in July 2019. A new milestone phrase also appeared: "Interim End State" proposed for the end of August, tying in with the end of the contract. The word "demobilisation" was used frequently.

There have only been a few shipments of ILW from Dungeness with all transported entirely by road. The work on packaging the ILW at Dungeness has slowed due to funding cuts and the expectation is that shipments will be arriving right through until 2023/4. Sizewell packages are also awaited.

The quiescent state was again given as what was an effective definition of Care & Maintenance with the phrase "Passive Venting" used to describe what was happening from the two Reactor "Safestores". There is also "Storm Drainage" discharged into the estuary.

The next stage is a major inspection in Sept/Oct 2019 over a total of 8 weeks involving 40 to 50 people on site including asbestos specialists .

Some time was also given to the Magnox Socio Economic funding that has been distributed and still available. Of note was Maldon "Sense of Place" had been ~~bribed~~ awarded £120,000 and Brian Main's Community Shop £30,000?

Questions:

Locals were only concerned about contractors speeding on the Bradwell access road and through the villages!

The point about the change of policy regarding Security was discussed.

I asked a question about the "Passive Venting" which Mr Neiling denied was due to Wigner Energy in the irradiated graphite cores but then went on to say how useful the heat from the reactor was to stem condensation in the Safestores!

The MDC Leader Cllr Adrian Fluker asked a question about the ECC planning in respect of transport as all packages had arrived by road despite the original stipulation being a mix of road and rail. At the ECC meeting in 2016 when the planning restriction was lifted to allow SZA and DNG ILW to be imported to the ISF promises were made that the majority of transport would be by rail. However, Adian much prefers transport by road, presumably because his Ward is Southminster? (See **PB Note re Transport** below)

Jonathan Jenkin - NDA

Jonathan spoke about the forthcoming re-branding of the NDA to ONE NDA. He gave general outlines of new appointments and plans for a London conference on 16th July 2019 with RWM at which the GDF would be a key topic. He explained more about the long term plans for the GDF and confirmed that no community had come forward.

He spoke about the companies that fall under the umbrella of the NDA which includes RWM, Magnox and, notably, Direct Rail Services who are responsible for shipments of waste.

He spoke about the “Lifetime Plans” for all sites but when Barry asked about the costing Jonathan said there was no money set aside for final site clearance (10-12 year period) and funding would be “under bid rules” made at the time.

ONR & EA Site Inspector’s Reports

No other agencies were represented therefore the printed submissions from the ONR and EA were discussed briefly.

AOB

I raised a point of order that as the constitution required an election every 3 years that the LCLC was in breach.

Offline Conversations

I had a lengthy conversation with the leader of Maldon District Council Cllr. Adrian Fluker who attends the LCLC meetings. He, as one of the Conservatives, is very much in favour of BRB, is bullish about it happening. He claimed he regularly visits the new site and that the latest view on cooling water is for the intake in the estuary and outfall 8km to the East. I suspect this is more a suggestion that he may have put to CGN/EDF.

He also said that no local labour had responded and that there would be a huge influx of Chinese workers. According to him a profile was carried out on residents of the Dengie and Mersea which came back that “Dengie Man” under 25 would not be bothered to get out of bed even for ~£30k salary and “Mersea Man” didn’t think he could cope with the ferry ride over to the site.

PB Note re Transport

Visiting the Waste Transfer sidings at Southminster it is clear that it has not been used for some considerable time. There is an entry in Wikipedia that claims it was last used in 2006 but I suspect that refers only to spent fuel shipped to Sellafield. There was a lot of LLW waste that has gone to Drigg. I will form a question to Allen Neiling / Magnox as the implication is that all Dungeness ILW has therefore travelled through Dartford tunnel. I will have to check as I think this was an exclusion under the amendment to the ECC planning for the ILW store.

Written by P D C Banks 14th June 2019