

Section 6. Selecting the Maureen Decommissioning Options

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6.1 Introduction

This Section describes the process followed to select the removal and disposal options for the Maureen Facilities.

6.2 Selection Criteria and the Selection Process

Selection of the best Decommissioning Option for the Maureen Facilities was based on thorough and comprehensive evaluations of the relevant Decommissioning Options, with particular consideration given to the following selection criteria:

- Technical Feasibility, Complexity and Technical Risks
- Safety
- Environmental impacts
- Impacts on other users of the sea (Shipping and Fishing)
- Costs and Economics.

Shortlisting and final selection of the best overall option were guided by an evaluation of these selection criteria, always with due regard given to the general rule in OSPAR Decision 98/3 requiring removal of redundant offshore installations in most cases. Further, the Maureen Platform and the Loading Column were designed to be capable of being refloated for potential reuse at another location, and that was a determining factor in choosing the Selected Decommissioning Options for those facilities.


Initially a long-list of all feasible decommissioning options was compiled for each main facility. As the decommissioning studies progressed and more information was made available for evaluation, the number of options was reduced to a shortlist from which the best Decommissioning Option for the facility was selected. Where more than one Decommissioning Option was shortlisted they were evaluated on a systematic, qualitative and quantitative basis, with a weighting in favour of safety and environmental criteria.

The option selection process for each main element of the Maureen Facilities is described in the following subsections.

6.3 Option Selection

6.3.1 Maureen Platform: Option Selection

Table 6-1 Decommissioning Options for the Maureen Platform

LONG LIST OF OPTIONS				
Refloat and tow from field for reuse, partial reuse or onshore recycling	Refloat Platform, separate topsides and substructure inshore to reuse/recycle separately.	Remove topsides "piece small" offshore and transport onshore for recycling. Refloat substructure and tow inshore for partial reuse or recycling.	"Piece small" retrieval of topsides and substructure offshore for transport ashore and recycling onshore.	Disposal offshore.
				
ONLY SHORTLISTED OPTION				
Refloat and tow from field for reuse, partial reuse or onshore recycling				

Removal

Refloat of the Platform in one piece for reuse at another location was the design intent. Once the technical studies confirmed and verified the feasibility of this method it was the only option brought forward to the shortlist, thus becoming the selected removal method. Complete removal complies with the general rule in paragraph 3 of OSPAR Decision 98/3, and also permits full reuse of the Platform at another location if a suitable opportunity is identified.

At the time of writing (March 2000) the Maureen Owners continue to actively seek reuse opportunities for the Platform, and have thus retained flexibility regarding the final disposal option for the Platform. Their preference is that arrangements can be concluded for the complete Platform to be towed to another field development for full reuse following inspection. If arrangements for full reuse cannot be concluded in a reasonable timeframe, partial reuse of the topsides and/or substructure are preferred. If the Maureen Owners conclude that no arrangements for either full or partial reuse can be finalised in a reasonable timeframe, they will implement the project to deconstruct the Platform for recycling and disposal.

The Maureen Owners are not seeking derogation from paragraph 3 of OSPAR Decision 98/3 for the Maureen Platform, so a detailed comparative assessment to justify disposal in place, as mentioned in the DTI Guidelines, is not necessary.

Reuse or Recycle

The decision on whether to reuse or recycle the Platform will be based on an overall technical, safety, commercial and environmental evaluation. Reuse is dependent upon identification of a suitable reuse opportunity and on satisfactory conclusion of commercial agreements with the reuser.

This is further discussed in subsection 6.4.

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6.3.2 Maureen Drilling Template: Option Selection

The proposed method for removal of the Maureen Drilling Template has been revised owing to changed circumstances arising during the execution of the Maureen Decommissioning Project. The new methodology is presented in Addendum 1 of this Maureen Decommissioning Programme.

Table 6-2 Decommissioning Options for the Maureen Drilling Template (Selected Option Highlighted)

LONG LIST OF OPTIONS			
Retrieve intact, cut into sections on the transport barge, and transport sections to shore for recycling	Retrieve and transport to shore intact for reuse or recycling.	Cut in sections on seabed, retrieve sections and transport sections to shore for recycling.	Disposal <i>in situ</i> .
↓			
SHORTLIST OF OPTIONS			
Retrieve intact, cut into sections on the transport barge, and transport sections to shore for recycling	Retrieve and transport to shore intact for reuse or recycling	Cut in sections on seabed, retrieve sections and transport sections to shore for recycling	

Removal of the Maureen Platform makes it possible to remove the Maureen Drilling Template. When Platform removal was confirmed the option to leave the template *in situ* was rejected from the shortlisting process as an unacceptable solution from an environmental perspective. The other three removal options were shortlisted for further evaluation. The selected removal option was chosen on the basis of an overall evaluation of the relevant selection criteria, as described below.

Although it was the second most expensive option, the operation to retrieve the Template from the seabed intact was determined to be safer and to result in less disturbance to the seabed than the option requiring the Template to be cut up while on the seabed. Further, there is a limited number of onshore locations suitable for receiving the Template intact, and thus cutting it into pieces offshore gives additional flexibility regarding onshore disposal.

Since the Maureen Owners are not seeking a derogation from paragraph 3 of OSPAR Decision 98/3 for the Drilling Template, a detailed comparative assessment to justify disposal *in situ*, as mentioned in the DTI Guidelines, is not necessary. However, a discussion of the different shortlisted options and the assessment leading to the Selected Option is provided in Appendix B.

Reuse of the Template would have been the preferred option of the Maureen Owners had it been possible to identify an application. However, the Template was purpose built to meet the very specific requirements of the Maureen Field and at the time of writing (March 2000) no suitable reuse application had been found. However the Selected Option has the advantage of keeping the Template intact (and hence available for reuse) until after it has been retrieved from the seabed.

6.3.3 Maureen Loading Column: Option Selection

Table 6-3 Decommissioning Options for the Maureen Loading Column (Selected Option Highlighted)

LONG LIST OF OPTIONS			
Refloat and tow from field intact for reuse, partial reuse or onshore recycling	Remove offshore in 3 sections (topsides, column, base) by lifting and/or floating for partial reuse or recycling.	Remove topsides and bring to shore for recycling. Topple concrete column and leave it <i>in situ</i> with concrete base.	Remove topsides and bring to shore for recycling. Leave column and base <i>in situ</i> .



ONLY SHORTLISTED OPTION

Refloat and tow from field intact for reuse, partial reuse or onshore recycling

Removal

The Maureen decommissioning studies confirm that refloating the structure is technically feasible and does not pose unacceptable safety or technical risks. Removing the Loading Column will comply with the general rule of removal in OSPAR Decision 98/3, and refloating it preserves the potential for full reuse of the structure at another location. For these reasons refloating was the only short-listed removal alternative, and hence the Selected Decommissioning Option, for the Maureen Loading Column.

The Maureen Owners will not dispose of the Loading Column offshore and are not seeking derogation from paragraph 3 of OSPAR Decision 98/3 for the Loading Column, so a detailed comparative assessment, as mentioned in the DTI Guidelines, is not necessary.

Reuse or Recycle

Full reuse is the preferred disposal alternative for the Maureen Loading Column, and the Maureen Owners will continue to actively pursue reuse opportunities. If, despite these efforts, no suitable reuse opportunities can be found, partial reuse of significant parts of the structures will be considered. The alternative option for any of the facilities that are not reused is full deconstruction and recycling onshore. The selection decision between the various end-use options will be based on a comprehensive environmental, technical and commercial process.

This is further discussed in subsection 6.4.

6.3.4 Moira Subsea Facilities - Option Selection

Table 6-4 Decommissioning Options for the Moira Wellhead Facilities (Selected Option Highlighted)

LONG LIST OF OPTIONS: MOIRA WELLHEAD FACILITIES

Moira Protection Structure	Remove Protection Structure and bring to shore intact for reuse.	Remove Protection Structure for recycling onshore.	Leave Protection structure <i>in situ</i> .
Moira Wellhead and Tree	Recover wellhead and tree after plugging Moira well.	Recover wellhead and tree when plugging Moira well.	Recover wellhead and tree when plugging Moira well.



ONLY SHORTLISTED OPTION FOR MOIRA WELLHEAD FACILITIES

Moira Wellhead Facilities Remove to shore for recycling

Moira Wellhead Facilities (Protective Structure, Wellhead and Tree)

Removal of the Moira Protection Structure is not technically challenging, the costs involved to do so are relatively modest, and removal complies with the general presumption of total removal where practicable. Thus the only shortlisted option for the Moira Protection Structure was to completely remove and bring it to shore for either reuse or recycling. Likewise, it was decided to completely remove the wellhead and tree when plugging the Moira Well; as the Moira well has been plugged and abandoned pursuant to other regulations, this equipment has already been removed from the seabed and transported to shore.

Table 6-5 Decommissioning Options for the Moira Pipelines and Umbilical (Selected Option Highlighted)

OPTIONS FOR MOIRA PIPELINES/UMBILICAL

Cover with gravel and leave <i>in situ</i>	Rebury pipelines and leave <i>in situ</i>	Remove to shore for reuse/recycling
--------------------------------------------	-------------------------------------------	-------------------------------------

NOTE: All long listed options were considered technically feasible and shortlisted for evaluation.

Moira Pipeline and Umbilical

The Maureen Owners considered either leaving the pipelines and umbilical *in situ*, with two alternatives for burying or covering the lines to ensure they remain buried, or recovering them completely from the seabed. The above alternatives were evaluated in accordance with the following considerations:

- The safety of divers and personnel working on the surface, during marine operations and onshore
- The potential impact on the marine, atmospheric and onshore environments
- The technical feasibility of lifting, cutting, burial and disposal as applicable to each option
- The total cost of each option and method.

This evaluation resulted in a decision for the complete removal of the Moira pipelines and umbilical. Retrieval of the lines is effected by a reverse laying operation. Retrieving the pipelines and umbilical had the lowest safety risks, least environmental impact and the lowest cost of all the shortlisted options.

The Maureen Owners will not be seeking derogation under paragraph 3 of OSPAR Decision 98/3 for the Moira Wellhead and protection structure. A detailed comparative assessment is not necessarily required for considering pipelines and umbilicals, however a description of the various alternatives and option selection process is provided in Appendix C.

6.3.5 Maureen Loading Pipeline: Option Selection

**Table 6-6 Decommissioning Options for the Maureen Loading Pipeline
(Selected Option Highlighted)**

Float to surface and tow to shore intact for disposal	Recover to surface intact, cut into sections and bring sections to shore for disposal	Cut in sections on seabed, retrieve sections and bring to shore for disposal	Clean and leave buried.
OPTION 1	OPTION 2	OPTION 3	OPTION 4

NOTE: All long listed options were considered technically feasible and shortlisted for evaluation.

The evaluation methodology applied, was to compare each option relative to each other and rank them with a value of 1 to 4 on each of the relevant selection criteria (1 being most and 4 being least desirable). The overall score and ranking was generated by summation – applying a general weighting of 2 to the safety and environmental rankings to account for their greater importance.

The evaluation of the four options and methods for final selection is described below.

Complexity and Technical Risks

Option 1 has the greatest degree of complexity and technical risk of the four options, owing mainly to the operations to expose (unbury), lift and transport the pipeline to shore. The 4-day tow required to bring the pipeline ashore would also contribute to the risk profile. Any bad weather during the tow would pose a risk that the pipeline would break up under tow.

Option 2 has the second highest degree of complexity and technical risk, particularly in connection with the operation to grip the cut end of the concrete-coated pipeline during retrieval from the seabed.

Option 3 is more straightforward and poses less technical risk than either Options 1 and 2, although cutting the pipeline into 80 sections on the seabed and retrieving them to the surface for transport to shore would require extensive diving and marine operations.

Option 4 is the least complex and technically risky of the four options, with removal of the two exposed pipeline ends constituting the most demanding activity.

Table 6-7 provides a summary of the technical considerations and shows the option ranking under each category.

Table 6-7 Oil Loading Pipeline Option Selection Summary Table – Technical Considerations

(Rankings as well as comments on particular issues considered)

Option	Technical				
	Lifting	Cutting	Transporting	Exposure / Burial	Disposal
1 Float to surface and tow to shore intact for disposal	Deballast pipeline and float	Onshore – limited technical risk except for handling	Towing: 4 days x 2 tugs Risk of Tow failure Risk of Buoyancy failure Risk of Pipe failure	Expose entire length of pipeline	480 te pipeline (steel/mastic/concrete) Pigging waste Possible LSA
Ranking	4	2	4	4	4
2 Recover to surface intact, cut into sections and bring sections to shore for disposal	Handling pipeline intact Possible concrete coating failure	200 cuts topsides – (offshore)	Supply Vessels 5 x trips	Expose entire length of pipeline	480 te pipeline (steel/mastic/concrete) Pigging waste Possible LSA
Ranking	3	3	1	4	4
3 Cut in sections on seabed, retrieve sections and bring to shore for disposal	Mechanical grab – lifting 80 sections @ 6 te from seabed	80 subsea cuts (Hot cut – automated)	Supply Vessels 5 x trips	Expose entire length of pipeline	480 te pipeline (steel/mastic/concrete) Pigging waste Possible LSA
Ranking	2	4	1	4	2
4 Clean and leave buried	2 x end sections (short sections)	2 x subsea cuts (Hot cut)	DSV 2 x End sections of Pipeline only	Expose locally to enable cut for section and retrieval	2 x end sections Pigging waste Possible LSA
Ranking	1	1	1	1	1

Safety – Risks to Personnel

Option 3 would present the highest risk to personnel of the four options. This is mainly owing to the extensive diving operations (12 x 24 days) that would be required to cut the pipeline into 80 sections on the seabed at 96 m depth. The associated marine activities, as well as the onshore handling of the retrieved pipeline sections, also contribute to increase the safety risk of Option 3.

The total risk levels estimated for Options 1 and 2 are similar, although the contributing factors underlying the risk levels of each of the options are somewhat different. The onshore work to retrieve the pipeline intact onshore is the largest risk element for Option 1; the extensive diving and marine activities required by Option 1 are also significant. The largest risk to personnel presented by Option 2 is that posed by the marine operation to grab and retrieve the pipeline from the seabed.

Option 4, leaving the pipeline *in situ*, is by far the safest option for the decommissioning personnel. Recovery of the cut pipeline ends is the only significant risk factor, albeit a relatively small one.

Table 6-8 provides a summary of the safety considerations and shows the option ranking under each category.

Table 6-8 Oil Loading Pipeline Option Selection Summary Table – Safety Considerations

(Rankings as well as comments on particular issues considered)

Option	Safety				
	Divers	Surface work	Marine	Onshore	Materials on the Seabed
1 Float to surface and tow to shore intact for disposal	12 @ 21 days 2 x cuts Attach buoyancy Expose pipe	Control float Attach tow	DSV - 1 @ 26 days + Tugs - 2 @ 1day Tugs - 2 @ 6 days Trawler - 1 @ 1day = 41 vessel days Possible Tow failure Navigation Hazard	Winching to Slipway Handling pipe intact 200 x cuts Handling 200x sections @ 2 te Road transport Pigging Waste Possible LSA	Nothing remaining
Ranking	3	1	3	4	1
2 Recover to surface intact, cut into sections and bring sections to shore for disposal	12 @ 5 days 2 x cuts Attach winch Pigging Ops Expose pipe	Handling pipe to barge Possible concrete coating failure 200 x cuts possible LSA Handling 200 x sections @ 2 te	DSV – 1@ 8 days Laybarge – 1 @ 20days + Supply vessel – 2 @ 2 days Supply vessel – 2 @ 3 days Trawler – 1 @ 1 day = 39 vessel .days	Handling 200 x sections @ 2 te Road transport Pigging Waste Possible LSA	Nothing remaining
Ranking	2	4	2	2	1
3 Cut in sections on seabed, retrieve sections and bring to shore for disposal	12 @ 24 days 80 x cuts Expose pipe	Handling 80 x sections @ 6 te	DSV – 1@ 30days + Supply vessel – 3 @ 15 days Supply vessel – 3 @ 4 days Trawler – 1 @ 1 day = 88 vessel days	Handling 80 x sections @ 6 te 120 x cuts Handling 200 x sections @ 2 te Road transport Pigging Waste Possible LSA	Nothing remaining
Ranking	4	3	4	3	1
4 Clean and leave buried	12 @ 3 days 2 x cuts 2 x lifts to surface Expose pipe locally to enable cut for removal of pipeline end sections	Recovery of pipe ends	DSV – 1@ 6days Survey vessel – 1 @ 20 days (over 60 years) Trawler – 1 @ 1 day = 27 vessel days	Handling of pipe ends Pigging Waste Possible LSA	Monitoring and users of the sea
Ranking	1	2	1	1	4

Environmental Impacts

Option 3 would result in the most significant environmental impact of the four options, mainly owing to the extensive marine operations (88 vessel days), significant disturbance of the seabed (along the entire 2.3 km pipeline route) and the onshore operations to recycle and dispose of materials.

Options 1 and 2 were assessed as having slightly less negative environmental impact than Option 3, mainly owing to less marine activity than Option 3.

Option 4, leaving the pipeline buried, will have a neutral environmental impact.

Table 6-9 provides a summary of the environmental considerations and shows the option ranking under each category.

Table 6-9 Oil Loading Pipeline Option Selection Summary Table – Environmental Considerations

(Rankings as well as comments on particular issues considered)

Option	Environmental		
	Marine	Atmospheric	Onshore
1 Float to surface and tow to shore intact for disposal	As per Option 2 except: Vessel effluent x 41 vessel days	Exhaust emissions x 41 vessel days. Road transport	480 te pipelines (steel/mastic/concrete) Pigging waste
Ranking	2	3	4
2 Recover to surface intact, cut into sections and bring sections to shore for disposal	Disturbance to 2.3km x 10m area of seabed to 1m depth Vessel effluent x vessel 39 days Some pipe cut waste	Exhaust emissions x 39 vessel days. Road transport	480 te pipelines (steel/mastic/concrete) Pipe cut waste x 200 cuts (some overboard) Pigging waste
Ranking	3	2	3
3 Cut in sections on seabed, retrieve sections and bring to shore for disposal	Disturbance to 2.3km x 10m area of seabed to 1m depth Vessel effluent x 88 vessel days Pipe cut waste x 80	Exhaust emissions x 88 vessel days. Road transport	480 te pipelines (steel/mastic/concrete) Pipe cut waste x 120 subsea cuts Pigging waste Pipe material – potential LSA
Ranking	4	4	2
4 Clean and leave buried	Limited disturbance to seabed Vessel effluent x 27 vessel days.	Exhaust emissions x 27 vessel days.	Onshore disposal of pipeline ends Pigging waste Pipe material – potential LSA
Ranking	1	1	1

Impacts on Other Users of the Sea (Shipping and Fishing)

None of the options were considered as having any significant effects on other users of the sea. The marine operations would result in temporary restrictions to shipping traffic, but only during the removal operations. All options would result in the pipeline being either buried or removed, and thus there would not be any obstructions to fishing.

Costs

Option 2 is the most expensive option and Option 4 is the least costly. The approximate estimated costs and rankings of the options are shown in Table 6-10.

Table 6-10 Oil Loading Pipeline Option Selection Summary Table – Cost Considerations

Option	Costs (£)
1 Float to surface and tow to shore intact for disposal	5.9 million
Ranking	2
2 Recover to surface intact, cut into sections and bring sections to shore for disposal	6.8 million
Ranking	4
3 Cut in sections on seabed, retrieve sections and bring to shore for disposal	5.8 million
Ranking	3
4 Clean and leave buried	2.6 million
Ranking	1

Summary of the Comparative Assessment

Table 6-11 below summarises the results of the detailed comparative assessment performed by the Maureen Owners to arrive at the decision to leave the Maureen Loading Pipeline buried *in situ*. A more detailed description of the comparative assessment is given in Appendix D.

Table 6-11 Oil Loading Pipeline Option Selection Rankings Table

Option/Method	Safety					Environmental			Technical					Cost	Overall	
	Divers	Surface work	Marine	Onshore	Materials on the Seabed	Marine	Atmospheric	Onshore	Lifting	Cutting	Towing	Exposure/Burial	Disposal		Score	Ranking
1 Float to surface and tow to shore intact for disposal	3	1	3	4	1	2	3	4	4	2	4	4	4	2	62	3
2 Recover to surface intact, cut into sections and bring sections to shore for disposal	2	4	2	2	1	3	2	3	3	3	1	4	4	4	57	2
3 Cut in sections on seabed, retrieve sections and bring to shore for disposal	4	3	4	3	1	4	4	2	2	4	1	4	4	3	66	4
4 Clean and leave buried	1	2	1	1	4	1	1	1	1	1	1	1	1	1	30	1

6.4 Disposal of the Maureen Platform and Loading Column

6.4.1 Introduction

In order to allow every reasonable opportunity for reuse of the Maureen Platform and the Loading Column to be explored, thereby meeting the principles of the waste hierarchy, the Maureen Owners have built flexibility into this Decommissioning Programme. Accordingly, final disposal of the Platform and Loading Column will consist of one of the following three options:

- (1) Full reuse in the petroleum industry;
- (2) Partial reuse; or
- (3) Onshore deconstruction and recycling of materials

The final decision between these three alternatives has not yet been taken because, despite extensive efforts to secure a reuse opportunity, no firm opportunity has yet emerged. If the Maureen Owners determine that full or partial reuse of the Platform and Loading Column is not reasonably practicable, the facilities will be deconstructed and the materials recycled onshore to the maximum reasonable extent.

This subsection 6.4 summarises the process being followed to attempt to secure full or partial reuse of the Platform and Loading Column.

6.4.2 Process to Identify Full Reuse Opportunities

One of the goals of the Maureen Owners has been to conclude arrangements for full reuse of the Maureen Platform and the Loading Column in the petroleum industry. This was in fact the design intent of these installations.

Attempting to reuse the Platform and Loading Column has been one of the cornerstones of the Maureen decommissioning philosophy and the deciding factor in choosing the removal method for these facilities. However, achieving full reuse of the Platform and Loading Column is dependent upon finding a suitable opportunity and concluding appropriate arrangements with the party who will reuse the facilities.

Since 1996, the Maureen Owners have conducted various activities to promote reuse of the Platform and Loading Column, including:

- Technical studies
 - refloat studies
 - towing studies
 - technical studies in conjunction with relevant oil companies for specific fields developments
- Marketing Activities (to date)
 - Established Maureen's own internet site

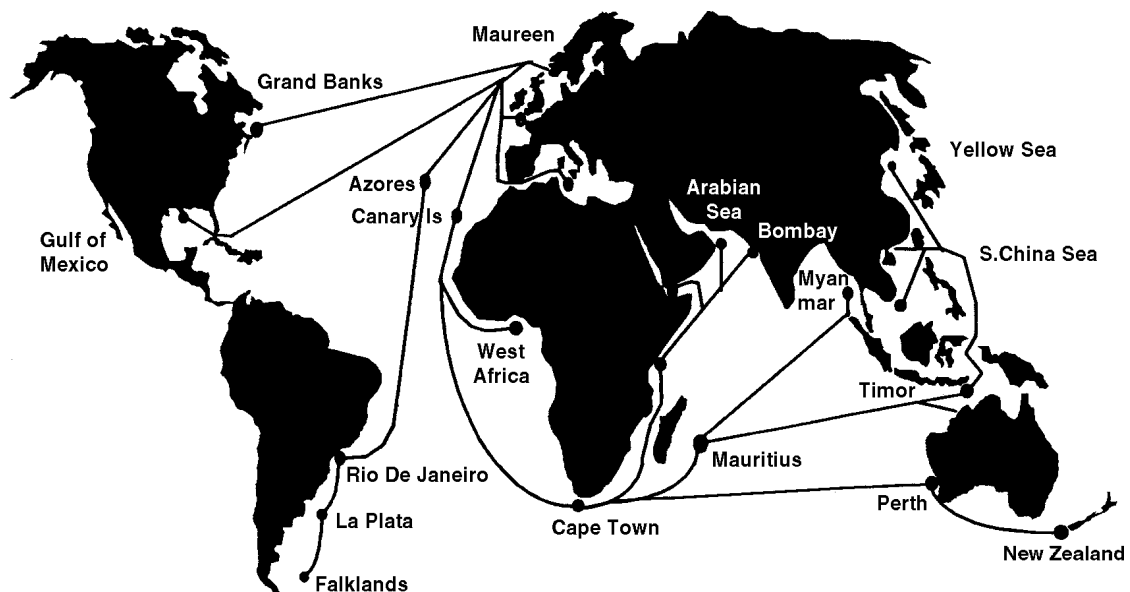
- Produced an informative brochure with key facts
- Compiled a technical manual for issue to those companies requesting further information
- Produced videos demonstrating the refloat method
- Made presentations and set up exhibition stands at oil industry conferences in Malaysia, Singapore, Australia, China, West Africa, Norway and United Kingdom
- Provided interviews to magazines writing editorials on the oil industry

Technical Studies

Technical studies were performed to verify the feasibility of refloat and reuse, and the results have been made available to potential reusers.

In addition, towing studies have been completed to establish the vessels required, to calculate towing durations to areas of the world where suitable water depths might exist, and to optimise refuelling points. Areas where the Maureen Platform and/or Maureen Loading Column could be safely towed, installed and used are shown Figure 6-1.

Figure 6-1 Possible Reuse Locations



Marketing Activities

Communication materials have been developed and actively publicised to the oil industry, including associated engineering contractors, to promote the potential of the Maureen Platform and the Maureen Loading Column for reuse. Recently the communication materials have been updated with latest information on the availability of the facilities, to assist field development managers to align their potential development with the facilities available. Studies have also been completed to identify potential fields which could be developed using the Maureen Platform and Loading Column. The Maureen Owners have established direct contact with the operators of those fields to promote use of the Maureen Platform and/or Loading Column as the development solution for those fields.

The Maureen Owners have and will continue to make available, to any potential buyer, the necessary technical information in order for them to evaluate the facility and decide whether it is suitable for development of their field. Together with the information mentioned in the previous section, any potential buyer is invited to visit the Platform and, subject to usual confidentiality procedures, is able to request and have access to sufficient technical information on the design and operation of the facilities.

6.4.3 Identification of Partial Reuse Opportunities

If a suitable opportunity for full reuse is not identified, the Maureen Owners will place priority on finding a partial reuse for all or part of the facilities. Activities to identify and promote partial reuse include:

- Meeting with engineering contractors and brainstorming ideas for partial reuse in the event that a full reuse opportunity cannot be secured
- Requiring contractors bidding for deep water mooring operations to submit proposals for partial reuse opportunities.

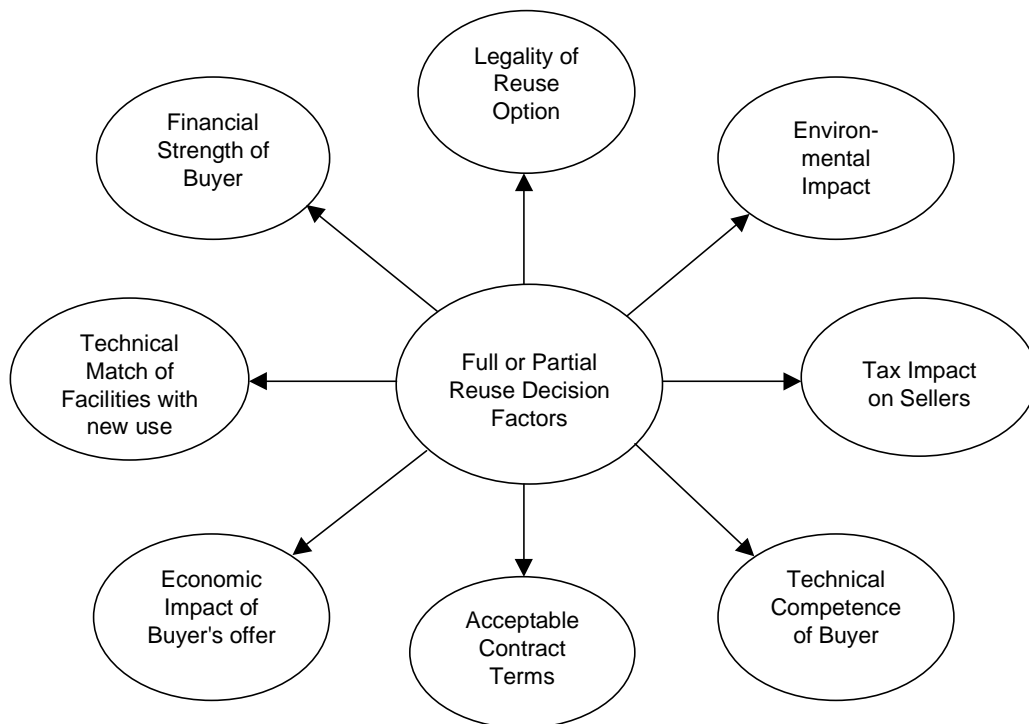
Bidders for the deep water mooring contract were instructed to make firm proposals for reuse of elements or materials in the event the facilities are deconstructed. In this manner the Maureen Owners have sought to harness the creative energy of the contracting industry to secure partial reuse opportunities. The Maureen Owners will continue to encourage creative solutions for partial reuse and will maintain a close dialogue with the relevant contractors during the bid clarification process.

6.4.4 Selection of Reuse Opportunity

Potential reuse opportunities have been generated as a result of the Maureen marketing activities, and it is hoped that new opportunities will emerge prior to refloat of the facilities and before the decision to deconstruct and recycle is made. Ultimately, however, successful reuse is dependent upon a technical "match" - a project where the Maureen Platform (and/or Loading Column) is suited - and upon successful completion of commercial agreements between the Maureen Owners and the reuser.

The decision to implement a full or partial reuse opportunity is highly dependent upon the facts and circumstances presented in the individual case. Because the decision is so fact-specific it is not possible at this time to describe in detail how that decision will be made. Nevertheless, it is possible to outline the main factors that may be relevant to the decision-making process, as shown in Figure 6-2.

Figure 6-2 Factors Considered When Deciding Suitability of Reuse Opportunities



If an opportunity for reuse emerges, the decision to implement that option will be the result of a thorough and comprehensive environmental, technical and commercial process.

6.5 Notes and References

A Glossary of terms and abbreviations is included within Appendix A, and a complete list of supporting studies is contained within Section 17.

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