

**TP1/MCP-01 Bypass Project  
ES Web Comments**

ES Title: **TP1/MCP-01 Bypass Project**  
Operator: **Total E & P UK Plc.**  
ES Report No: **D/2092/2004**  
ES Date: **March 2004**  
Block Nos: **MCP-01 14/8 & 14/9, TP1 10/01**  
Development Type: **Installation of new pipeline sections & structures to enable Frigg TP1 & MCP-01 Platforms to be by-passed by the 24" Alwyn Line, 32" Frigg UK Line 1, 18" Piper Spurline, & 32" Vesterled Line 2**

**Synopsis:**

The Frigg Transportation System comprises two 32" lines, Frigg UK Line 1 which runs from the Frigg TP1 Platform to the St Fergus Gas Terminal and the Vesterled Line –Line 2 which runs from the Norwegian Heimdal platform to St Fergus. Currently both lines are routed through the Total MCP-01 platform and a number of other pipelines connect into the system - Alwyn gas is exported via the Frigg TP1 platform into line 1, Bruce is connected into Line 1 upstream of MCP-01, the Piper /Tartan area is connected via the Piper Spur at MCP-01. The decommissioning of the Frigg facilities including TP1 is programmed to begin in 2004 and an alternative route for the Alwyn gas is required. The facilities at MCP-01 are no longer required and Total is considering its decommissioning. It is therefore planned to by-pass both TP1 & MCP-01 platforms subsea with work on the Line 1 by-passes of the TP1 & MCP-01 platforms together with the disconnection/reconnection of the Piper Spur scheduled for 2004. Line 2 by-pass of MCP-01 is planned for 2005.

Works on Line 1 are scheduled to be undertaken to coincide with planned shut down of Alwyn, Bruce & St Fergus in July/August. The lines will be depressurised, and high pressure isolation tools will be used to isolate at the proposed cut locations and propelled to location by inhibited sea water. The Alwyn 24" line will then be tied into the TP1 subsea skid. The Frigg Line 1 is cut north and south of MCP-01 and the 32" bundle tied into the North. Line 1 will then be dewatered using Line 2 gas, with the bulk of the treated water being discharged at MPC-01. The 18" Pier Spur line will be cut and joined into the new MCP-01 bypass section. Neither the TP1 nor MCP-01 are in areas of know environmental sensitivity and a survey undertaken in 2003 did not identify any potential Annex 1 habitats.

The EIA did not identify any impacts which were considered potentially significant but considered the key hazards and mitigation measure in relation to seabed disturbance, underwater noise, discharges to sea, atmospheric discharges and accidental spills of hydrocarbons.

Further information was requested regarding the quantity, reasoning and methodology of rock dumping; how Total intends to ensure that the future decommissioning options are not compromised by their proposal to rock dump and leave in place redundant sections of pipelines; the proposed use of biocides; and the proposed piling in relation to the secure habitats. In response Total has re-evaluated their proposals and now no longer intends to pile in relation to the secure habitats, and have amended their choice of biocide to a less hazardous and reduced quantity of biocide. Further information was also provided on the 30 April 2004, in relation to the rock dumping issue and the redundant sections of pipelines.

Based on this additional information we are satisfied that the ES addresses the impacts from the proposed by-pass programme and overall no significant environmental impacts have been identified.

**Consultees:** The statutory consultees for the ES were the JNCC and FRS

**JNCC:** - JNCC requested additional information with regard to the quantity and methods of proposed rock dumping, the fate of the redundant sections of pipeline, and how the piling in connection with the installation of habitats was to be carried out in order to assess the implications of the potential noise on marine mammals.

**FRS:** - FRS requested further clarification on the proposed use of biocide for the short term protection of the pipeline and queried the leave in situ option for the redundant pipeline sections

**Public Consultation** – No comments were received as a result of public consultation

**Recommendation:** Consent should be given to undertake the TP1 & MCP-01 bypass project.