



Offshore Structure Decommissioning

Notice to all Ship Owners, Ship Operators and Managers, Offshore Installation Managers/Duty Holders, Classification Societies, other UK Government Departments, Offshore Renewable Energy Installation Developers.

This MIN expires September 2018

Summary

With the maturity of oil and gas industry in certain areas of the UK Continental Shelf a number of fixed offshore installations are being de-commissioned or moved. This MIN provides information on requirements for installations being moved from their location.

1. Introduction

- 1.1 With the maturity of oil and gas industry in certain areas of the UK Continental Shelf (UKCS) a number of fixed (or non-disconnectable) offshore installations, FPSOs, FPU's, FSUs, FSOs, etc are being de-commissioned or moved;
- 1.2 Some of these installations have been previously flagged and classed but have been de-registered and class withdrawn, on or just prior to de-commissioning, others were never flagged or classed;
- 1.3 Neither the MCA nor HSE have any requirement for an offshore installation to be either Registered or Classed;
- 1.4 Once a fixed (or non-disconnectable) offshore installation is no longer permanently moored to the sea bed then it becomes a ship or floating object;
- 1.5 An installation without registration on the UKCS by default, unless the owners have evidence to the contrary, is of UK character and therefore by default once disconnected from the seabed would be classed as a UK ship or floating object;
- 1.6 Under the International Load Line Convention any vessel towed to sea, whether manned or not, must be issued with a Load Line or Load Line exemption certificate;



1.7 The UK Load Line Regulations apply as soon as a vessel is in UK waters. Any floating object should be surveyed and issued with a Load Line or Load Line Exemption Certification prior to arrival in UK territorial waters. This is the owner's responsibility.

2. References

- 2.1 The UK MCA Instruction to Surveyors – Load Line (MSIS 01);
- 2.2 IMO International Load Line Convention;
- 2.3 The UK Merchant Shipping (Load Line) Regulations 1998 SI No 2241;
- 2.4 IMO Resolution A.765(18) - Guidelines on the Safety of Towed Ships and Other Floating Objects, Including Installations, Structures and Platforms at Sea;
- 2.5 IMO MSC-MEPC.2/Circ.9 – Guidance for the Application of Safety, Security and Environmental Protection Provisions to FPSOs and FSUs.

3. Requirements

- 3.1 The vessel will be required to be surveyed and issued with an International Load Line Exemption Certificate to transit from the UKCS to a UK port and any subsequent move within UK waters or from the UKCS/UK port to a foreign port. The Load Line survey can be carried out by a Classification Society on behalf of the flag State if the vessel is registered;
- 3.2 The MCA would need to issue an Instrument of Appointment (IOA) to a Classification Society surveyor in the case of an unregistered/unclassified vessel. The MCA will issue the Load Line Exemption Certificate;
- 3.3 The Duty Holder will be required to submit an extract from the Safety Case (accepted by the Offshore Safety Directive Regulator (OSDR)) of their Written Scheme of Verification and a copy of the latest Independent Competent Person (ICP) report;
- 3.4 A vessel move plan is required;
- 3.5 A Marine Warranty Survey will be required, this may be included in vessel move plan;
- 3.6 A Nairobi Convention (Wreck Convention) certificate is required;

4. Other Considerations

- 4.1 The Basel Convention will apply and the owner should contact the UK Environment Agency enquiries@environment-agency.gov.uk Tel 03708 506 506;
- 4.2 The IMO Ballast Water Management Convention will apply from 08/09/2017 (see MIN 544);
- 4.3 Zero discharge of bilge/oily water unless compliant with Annex I of the IMO MARPOL Convention;
- 4.4 Zero discharge of Noxious Liquid Substances as per Annex II of MARPOL;
- 4.5 Zero discharge of garbage unless compliant with Annex IV of MARPOL;
- 4.6 Zero discharge of sewage unless compliant with Annex V of MARPOL;
- 4.7 Compliance with Annex VI of MARPOL;
- 4.8 Compliance with the European Commission Directive on the sulphur content of marine fuel (2012/33/EU) when in port.



More Information

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