Shell Reference BRD/10/SH/0012

Shell U.K. Limited

December 2006

Closeout Report to the Brent Remote Flare Decommissioning Programme

and

Revision to the Brent Spar (Anchor Blocks) Decommissioning Programme

Revision C

SUBMISSION TO DTI

Keywords: Decommissioning, Remote Flare, Anchor Blocks, Brent

SFF SERVICES LIMITED
24 Rubislaw Terrace · ABERDEEN · AB10 1XE
(Registered Office)

Telephone: 01224 646966 · Fax: 01224 647078
e-mail: sff.services@sff.co.uk
Website: www.services.sff.co.uk

SEABED CLEARANCE CERTIFICATE
SHELL UK EXPLORATION & PRODUCTION LIMITED
former Brent South and Former Brent Spar Anchor Block Locations

This is to Certify that the MV **"Shemarah II" LH65, Skipper: Donald Moodie** has carried out a Trawl Sweep of the Seabed to a radius of 500 metres centred on the former Brent South Wellhead and also to a radius of 100 m each centred on the 6 Former Brent Spar Anchor Block Locations all at the geographical positions, summarised below:-

Site	Centre	Radius from centre covered
Brent South	60° 59.468'N, 1° 40.933'E	500 m
Anchor Block 1	61° 03.259'N, 1° 41.104'E	100 m
Anchor Block 2	61° 02.746'N, 1° 40.638'E	100 m
Anchor Block 3	61° 02.718'N, 1° 39.419'E	100 m
Anchor Block 4	61° 03.146'N, 1° 38.784'E	100 m
Anchor Block 5	61° 03.673'N, 1° 39.281'E	100 m
Anchor Block 6	61° 03.712'N, 1° 40.509'E	100 m

and to confirm that we have found, to the best of our knowledge and using best practice available, that there are no Oilfield obstructions remaining that will affect fishing in the Area and that the former Brent South and former Brent Spar Anchor Block Locations have, as per readings summarised above, in all respects been successfully cleared of equipment and abandoned and are therefore Clean and Clear for normal Fishing Activities

Signed for on behalf of **SFF Services Limited**

.....
John Watt, Director

Signed for on behalf of **SFF Services Limited**

.....
Michael J. Sutherland, Director of Operations and Business Development

Dated: 10 October 2006

SFF SERVICES LIMITED
24 Rubislaw Terrace · ABERDEEN · AB10 1XE
(Registered Office)

Telephone: 01224 646966 · Fax: 01224 647078
e-mail: sff.services@sff.co.uk
Website: www.services.sff.co.uk

SEABED CLEARANCE CERTIFICATE
SHELL UK EXPLORATION & PRODUCTION LIMITED
Former Brent Remote Flare Location

This is to Certify that the MV **"Shemarah II" LH65, Skipper: Donald Moodie** has carried out a Trawl Sweep of the Seabed to a radius of 500 metres centred on the Former Brent Remote Flare location at geographical position 61° 02.736'N, 01° 45.332'E and that we have found to the best of our knowledge and using best practice available, that there are no Oilfield obstructions remaining that will affect fishing in the Area and that the former Brent Flare Remote location has, in all respect, been successfully cleared of equipment and abandoned and is therefore Clean and Clear for normal Fishing Activities

Signed for on behalf of **SFF Services Limited**

.....
John Watt, Director

Signed for on behalf of **SFF Services Limited**

.....
Michael J. Sutherland, Director of Operations and Business Development

Dated: 10 October 2006

1 Contents

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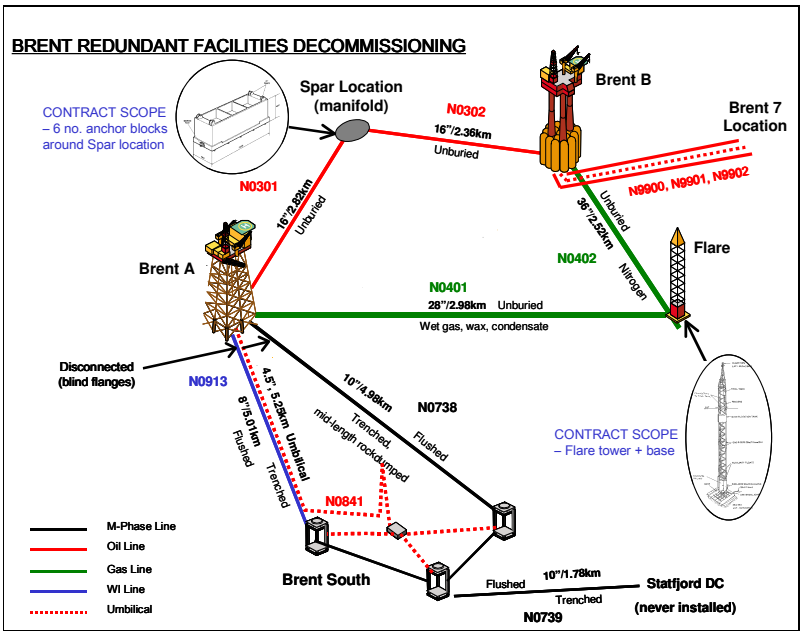
2 Introduction



Location of the Brent Remote Flare and Anchor Blocks in the Brent Field.

The Brent Field in Block 211/29 of the UK Continental Shelf (UKCS) contained a number of redundant facilities although the Field itself will continue production for many years. This report documents the completion of the Decommissioning Programme for the complete removal, onshore dismantling and disposal of the redundant Brent Remote Flare structure including the base and the complete removal and re-use/recycling of the six concrete Anchor Blocks remaining after the removal of the Brent SPAR. The locations of the former Remote Flare and Anchor Blocks in relation to the rest of the producing Brent Field are schematically shown above.

3 Outcome

The decommissioning of the Brent Remote Flare and Anchor Blocks was carried out in the following phases between 2003 and 2005:

3.1 Pre-decommissioning surveys 2003

A review of historical survey and inspection data of the flare structure and anchor blocks was performed in 2003. Critical locations and inspection scopes were subsequently selected for the pre-decommissioning surveys in 2003 to confirm the general conditions of the items for removal. These surveys indicated no additional findings from those already known of the flare structure and the anchor blocks. Areas that could not be inspected, such as the anchorage of the lifting points of the anchor blocks and the internals of the buoyancy tanks of the flare structure, were highlighted for attention during decommissioning.

3.2 Engineering development studies 2003 - 2004

A review of possible decommissioning options for the flare structure, the anchor blocks and the associated pipelines was performed in-house by Shell in 2003 and a feasibility report was prepared. The engineering consultant, Atkins Process, was engaged for the engineering development studies, which comprised high level reviews of technically feasible methods of removing the flare structure and the anchor blocks. The studies concluded 3 preferred methods of removing the flare structure and 2 preferred methods of removing the anchor blocks. The result of the studies was subsequently used to prepare the decommissioning and removal tender documents and contracts.

3.3 Removal of residual hydrocarbons from the flare pipelines (PL50 and PL51) 2004 / 2006

The pipelines were flooded and partially flushed with treated seawater in 2004. This operation flushed any residual hydrocarbon liquids in the flare pipelines away from the flare, ensuring that there was no risk of hydrocarbon release during its disconnection and removal.

3.4 Removal and recovery of structures and equipment 2005

The flare structure and anchor blocks were removed safely and without incident in July/August 2005. The flare structure was lifted by the S7000 and towed to Aker's facility at Stord for disposal. The anchor blocks were lifted onto the deck of the S7000 and delivered to Aker Stord for re-use.

3.5 Post-removal survey 2005

Sidescan sonar surveys were carried out in the second quarter of 2005 to identify the debris at the Brent Flare and Brent Spar Anchor Block. ROVs and divers performed further inspection work to identify the objects, and which also identified additional targets, and recovered all man-made items.

The recovery of all debris was completed during the summer in 2006. The Scottish Fishermens Federation conducted a successful set of trawl trials over the Brent Flare and Brent Spar Anchor Block sites as previously agreed with the DTi. Clear seabed certificates are appended. .

3.6 On-shore dismantling and disposal 2005 / 2006

The flare structure was dismantled in Aker's dry dock at Stord in Q4 2005. The vast majority of the structure (steel and concrete) was recycled. The anchor blocks were re-used by Aker in their entirety as part of a project to extend their facilities at Stord.

The project waste tracking report from Aker is attached.

4 Method Variances

The decommissioning of the anchor blocks and flare structure was carried out in accordance with the approved Decommissioning Programmes with the exception of the specific method variances described in this section. These variances were separately discussed with and approved by the DTI and the identified affected parties.

4.1 Lifting Method (Section 8.2.2 of the decommissioning plan)

The original method for removal of the flare structure was to attach additional buoyancy units to the flare tower, cut the tower from the base at the universal joint, and tow the tower to the disposal site. The flare base was then to be lifted by heavy lift crane vessel.

As engineering progressed, it became clear that the original "cut and tow" method involved significant operational risks, particularly associated with installing the additional buoyancy units and cutting the universal joint. The contractor proposed an alternative removal method and the DTi agreed to this upon consultation by Shell. The contractor's heavy lift vessel lifted the entire flare structure from the base and towed it to the disposal site. There, the flare structure was lifted/floated into Aker's dry dock where it was dismantled.The alternative method eliminated these risks.

4.2 Clearance Area (Section 14.1 of the decommissioning plan)

The stated intention had been to identify any debris in the area of the Remote Flare and the Anchor Blocks out to 500m radiuses. The project sought and obtained the agreement of the DTi to reduce the area around each Anchor Block to a radius of 100m. This was on the grounds that the only work that had occurred above the blocks, other than during their (and that of the former Spar Anchor chains) installation and removal, had been the removal in 1998 of potential snagging points. It was therefore expected that the associated debris would be minimal and in close proximity to the blocks. This proved to be the case (see Section 4.0).

4.3 Delayed Scope (Figure 12.1.1 of the decommissioning plan)

The debris clearance at the Brent Flare, the overtrawl trials there and those at the Brent Spar Anchor Block sites were completed in 2006, postponed from 2005 with the agreement of the DTi.

The overtrawl trial at the Brent Anchor Block site were also setback due to concerns about performing the work during adverse weather in the winter months. Following consultation with the Scottish Fishermen's Federation and with DTi approval the trial was delayed until 2006 and conducted in conjunction with the trials at the Brent Flare site.

5 Debris Clearance

5.1 Results

In meeting the project's commitments 1.7 million m2 of seabed has been surveyed by sidescan sonar (surveys available separately).

The following debris clearance work has occurred:

5.1.1 Blocks sites

- items identified within the 100m radius clearance areas were identified by sidescan sonar survey, 4 of which were found to be man-made and were removed.
- 116 further man-made items within the 100m radius clearance areas were identified by ROV survey, and removed.

5.1.2 Flare Site

- 33 items identified within the 500m radius clearance areas were identified by sidescan sonar survey, 6 of which have been removed to date.
- 60 further man-made items within a 100m radius of the flare site centre were identified by ROV survey, 28 of which have been removed to date.

The clearance at the flare site was completed in 2006 with the removal of two major targets:

  - A crane boom of approximately 20m in length
  - A wire in excess of 500m in length

5.2 Independent Verification

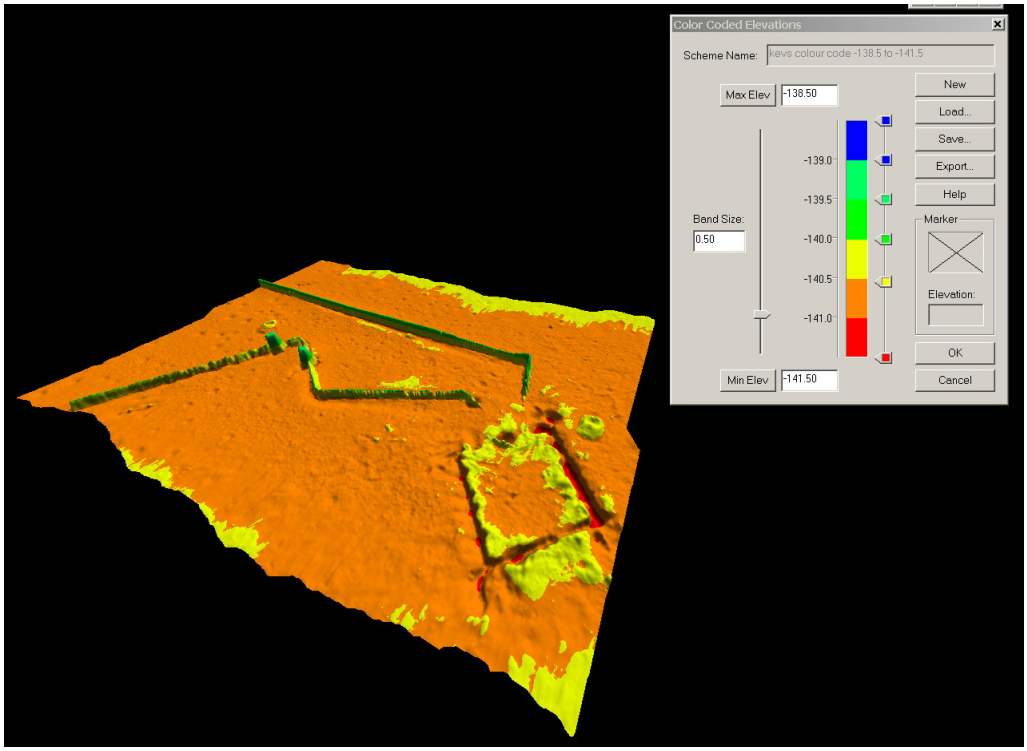
The Brent Anchor Block and Brent Flare sites have been overtrawled by the Scottish Fishermen's Federation. The Clear Seabed certificates are attached.

6 Future Monitoring

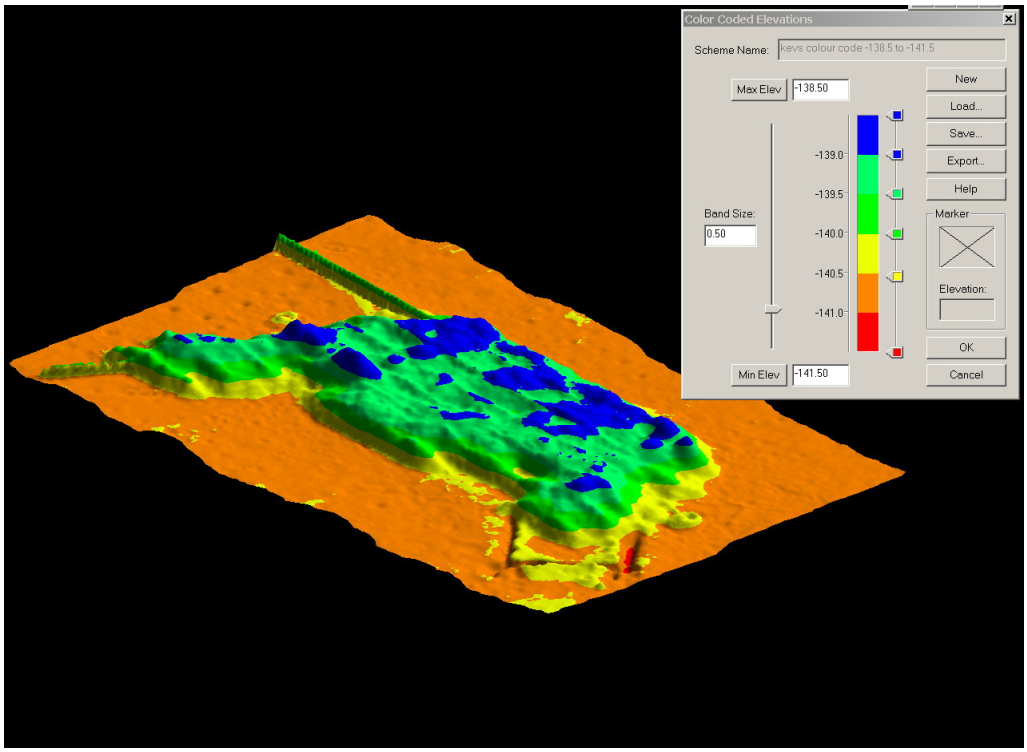
The only items that fell within the scope of the Decommissioning plan that remain on the seabed are the flare pipelines. These lines are now considered by the DTI to be under the Interim Pipeline Regime (IPR) until a final decommissioning plan is established for the Brent Field. Shell has completed the following surveys for the flare pipelines (PL50 and PL51):

Pipeline		**Sonar survey**	**ROV survey (section within 500m zone only)**
PL50	BA to Brent Flare	2006	2006
PL51	BB to Brent Flare	2006	2006

The IPR submission also included a commitment to ensure that the pipelines did not pose an increased snagging hazard following decommissioning. This was achieved through rockdumping following consultations with the Scottish Fishermen's Federation. The as-found and as-built survey are shown below.



As-found survey of the Flare site



As-built survey of the rockdump at the Flare site

7 Costs

The following tables provide the forecasted costs (drawn from Table 11-1 of the decommissioning plan) and the final project actuals.

7.1 Key Variations

- Significant additional expenditure were incurred as a consequence of additional offshore survey and preparatory activities (clash and debris removal). This had not been included in the original scope of work.
- Additional costs were incurred as a consequence of the change in methodology for the removal of the Brent Remote flare as well as additional costs for the Anchor Blocks.

- Anchor Block cost comparison

Figures in £million	*Forecast*	*Actuals*
Design / Engineering	0.8	1.3
Preparation / Procurement	2.4	1.5
Pipeline Cleaning	-	-
Marine Activities	8.9	4.2
Onshore Deconstruction	1.3	0.6
Project Management	3.1	2.1
Total	**16.5**	**9.6**

Flare (inc. base) cost comparison

Figures in £million	*Forecast*	*Actuals*
Design / Engineering	0.3	1.4
Preparation / Procurement	1.1	5.3
Pipeline Cleaning	1.7	0.4
Marine Activities	3.1	4.6
Onshore Deconstruction	0.4	1.0
Project Management	1.0	0.8
Total	**7.6**	**13.5**

Totals cost comparison

Figures in £million	*Forecast*	*Actuals*
Design / Engineering	1.1	2.7
Preparation / Procurement	3.5	6.8
Pipeline Cleaning	1.7	0.4
Marine Activities	12.0	8.8
Onshore Deconstruction	1.7	1.6
Project Management	4.1	2.8
Total	**24.1**	**23.1**

8 Attachments

8.1 Environmental Accounting Report

8.2 Clear seabed certificate

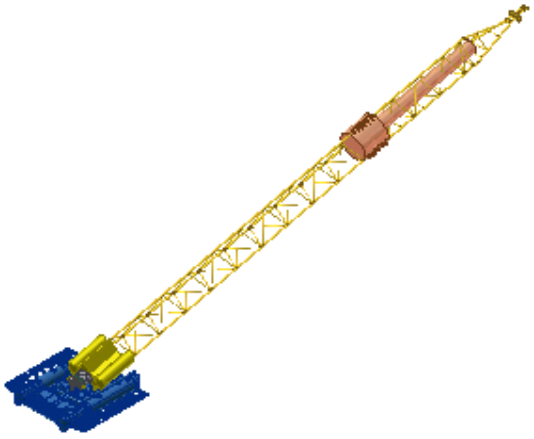
8.1 Environmental Accounting Report

Aker Kvaerner Stord as

BRENT REDUNDANT FACILITIES

DECOMMISSIONING AND DISPOSAL

C02	25.09.06	Re-issued for Information	VHo		TAS	
C01	07.04.06	Issued for Information	VHo	TAS	TAS	
Rev. No.	**Date**	**Description**	**Prepared**	**Checked**	**AS Approved**	**Approved**



DOCUMENT TITLE

Environmental Accounting Report

Shell Contract No: **2400000979**

Saipem Job No: **949350**

Subcontract No: **141749**

BRFD – 87 – AK - FD - REP - 018

SAIPEM DOCUMENT NUMBER

TABLE OF CONTENTS

1 INTRODUCTION

The environmental accounting includes activities with potential environmental impact during inshore- and onshore phases, and materials transportation to sites of re-use, re-cycling, and waste deposition. Boundaries are set in order to account for the direct environmental effects, and not to make a full "cradle to grave" analysis.

Data included in the environmental accounting are the figures for consumption of energy and materials, emissions- and discharge figures, and project materials flow in the dismantling process.

Energy issues are considered important factors in evaluation of the environmental impacts of decommissioning and disposal of redundant offshore installations. Actual direct consumption of energy (fuels, propane and electricity) for vessel operations, deconstruction activities, transport and scrapping of metals have been included.

The figures for the atmospheric emissions related to the consumption of the different sources of energy are calculated on the background of a review of relevant literature, and by figures from previous "in-house" experiences with deconstruction projects. Reference is made to "Guidelines for the Calculation of Estimates of Energy use and Gaseous Emissions in Removing & Disposal of Offshore Structures" (CORDAH/IOP002/98) for this process.

The various presentations that follows is based on excel sheets, and calculations will not show directly. The environmental accounting represents the most accurate and updated information regarding the Brent RFD project.

2 SUMMARY

BRENT RFD PROJECT

ENVIRONMENTAL ACCOUNT DISPOSAL

2005

INCOMING STRUCTURAL- AND NON STRUCTURAL MATERIALS DISPOSITION
Summary pr.31.12.05 accumulated:

A	**Total incoming materials and equipment, incl. marine growth, tank residues, wastes and hazardous substances**	**8 095**	**tonnes**
B	Sales & recycling structural materials	8 053,2	"
D	Sum re-use and re-cycling of waste	1,7	"
E	Sum of waste to landfill or destruction	0,5	"
G	Sum spills and acute discharges	0,0	"
H	Marine growth discharges	39	"
Sum disposed of		**8 095**	**tonnes**

3 CONSUMPTION OF FUEL AND ELECTRICITY

BRENT RFD PROJECT

ENVIRONMENTAL ACCOUNT DISPOSAL

2005

CONSUMPTION OF FUEL, ELECTRICITY AND CHEMICALS
Summary pr.31.12.05 accumulated:

	Accumulated
Fuel, i.e diesel to boats, generators, cranes etc.	132 m^3
Electricity, for stationary hydraulic shear	168 000 Kwh

EMISSIONS DUE TO ENERGY CONSUMPTION
Summary pr.31.12.05 accumulated:

All quantities in tonnes.

	CO_2	CO	SO_2	NOx	Particles (dust)	CO_2-equiv.
Accumulated	357	1,5	0,1	0,3	0,2	370

CO_2-equivalents indicates the greenhouse effect of the releases of CO_2, CO, NOx and VOC.

4 INCOMING MATERIALS AND EQUIPMENT

SUMMARY - INCOMING MATERIALS AND EQUIPMENT (According to Brent BF Inventory)

TOTAL: 2005

Date	UNIT DESCRIPTION	ASSUMED WEIGHT (tonnes)	ACTUAL WEIGHT (tonnes)	COMMENTS, REFERENCES, ETC.
05.09.2005	Brent Flare dry weight	**2 213,0**	**2 166,7**	
	Concrete	1 196	1 044	Original weight in inventory 1026 tonnes, + 170 tonnes grout in base
	Steel	927	1 078	Includes 1 ton Lubrite
	Batteries	7,8	1,7	Disposed of 1,7 tonnes
	Marin growth and marine sediments	27,0	33,3	Disposed of 33,3 tonnes
	HC	0,2	0,0	Disposes of 0,04 tonnes
	Neoprene	0,2	0,5	Weighted as waste
	Various EE waste	0,7	0,0	Weighted as steel
	Anodes	54,1	3,2	Weight as new, disposed of 3,2 tonnes of aluminium anode material
	Zink Sacrificial Anodes	5,5	0,0	
	Aluminum Sacrificial Anodes	48,6	3,2	
12.08.2005	Brent Spar Anchor Blocks total weight	5 328	5 328	
	Bulk Concrete	5 376	5 376	
	Steel Reinforcements	510	510	
	Steel Appurtenances	42	42	
	Total weight incoming BRFD	**8 141**	**8 095**	

Picture showing Anchor block being lowered in position at Eldøy 12 aug 2005

5 SALES AND DISPOSAL OF STRUCTURAL MATERIALS

STRUCTURAL MATERIALS

TOTAL: 2005	Sales for re-use (X)	Material recirc. (X)	Nodes	FRACTION & MASS (tonne): Metals ferrous	Metals,mix+ Non ferrous	Anodes Zn & Al	Cement & fireproof	Termic insulation	Comments, refereces
		x					984,3		Concrete used as filling compund in the dock at Aker
		x					60		Concrete used as filling compund on site at Scandinavia
	x			17,7					Access platform (Vest Metallretur)
		x		1040,0					Steel for recycling (ScanMet)
			x	20,0					Steel for research (Shell UK)
						0			Zinc Sacrificial Anodes
						3,2			Aluminum Sacrificial Anodes
	x			552,0					Anchor Blocks
	x						5376		Anchor Blocks
	x			16					Saipem basket slings (not included in claculation)
									Slings will be used in the frigg project
Summary:				1 630	0	3	6 420	0	

Status total sales & recycling: 8 053 tonnes

Total steel: **1077,7 tonnes**
Difference from inventory **151,7 tonnes**

Total concrete: **1044,3 tonnes**

Calculated by subtracting additional steel from estimated concrete weight.
This can be done as concrete ballast tank does include steel, and not only concrete as assumed in inventory

Metal	**Concrete from Brent Flare base (17 oct 2005) mg/kg dry weight**
	ICP-MS
As (Arsenic)	25,30
Pb (Lead)	7,28
Cd (Cadmium)	0,04
Cu (Copper)	6,15
Cr (Chromium)	10,60
Hg (Mercury)	<0,036
Ni (Nickel)	9,35
Zn (Zinc)	22,20
V (Vanadium)	29,2
Co (Cobolt)	4,87
Sum 7 PCB	n.d.

n.d. = Not detected
< = Less than

6 REGISTRATION OF ENERGY USAGE

REG. ENERGY & COMBUSTION.

TOTAL: 2005 COMPANY	ENERGY CONSUMPTION & SOURCE									
	Vessel	Source	Brent Flare	Anchor Blocks	Propane	Acetylene	Gasoline	Lube oil (vessels)	Diesel (LF)	Electricity
			(X)	(X)	kg	kg	ltr	ltr	ltr	Kwh
Scandinavia Metall			x		12				2 800	
Stord Cruise Service as	Various	Marine operation	x						1 778	
Amundsen Diving as	MS Scuba	Marine operation	x						1 100	
Amundsen Diving as	MS Scuba	Marine operation	x					9		
Bukser og Berging	Bryteren	Marine operation	x						3 750	
Bukser og Berging	Haagutt	Marine operation	x						1 150	
Bukser og Berging	Haagutt	Marine operation	x					10		
Sunnh. Sandblåsing as		Transport/ Waste treatm.	x						500	
Scandinavia Metall			x						4 800	
Scandinavia Metall			x		21				9 800	
Scandinavia Metall		Saks	x							168 000
Bukser og Berging	Bullworker	Marine operation	x					30	3 100	
SMIT	Taklift 4	Marine operation	x						102 000	
Amundsen Diving as	MS Wizard		x						1 000	
Amundsen Diving as	MS Scuba	Marine operation		x					560	
Summary:					33	0	0	49	132 338	168 000

LF = Light fuel with low SO_2 content.

If changing any units, it is necessary to correct formula in next sheet (Emissions to air) accordingly
SMIT data based on 3*2 days mobilisation, 3 days standby and 2 days of operation.

7 EMISSIONS TO AIR

EMISSIONS TO AIR											
TOTAL: 2005	Brent Flare	Anchor Blocks	CO_2	CO	SO_2	NOx	N_20	NMVOC	CH_4	Particles (dust)	CO2-equiv.
Company:	(X)	(X)	tonne	kg	kg	tonne	kg	kg	kg	kg	tonne
Scandinavia Metall	x		7,58	30,94	2,38	0,01	0,07	0,95	0,39	4,76	7,85
Stord Cruise Service as	x		4,79	19,64	1,51	0,00	0,05	0,60	0,24	3,02	4,96
Amundsen Diving as	x		2,96	12,16	0,94	0,00	0,03	0,37	0,15	1,87	3,07
Amundsen Diving as	x		0,02	0,10	0,03	0,00	0,00	0,04	0,00	0,02	0,03
Bukser og Berging	x		10,10	41,44	3,19	0,01	0,10	1,28	0,52	6,38	10,47
Bukser og Berging	x		3,10	12,71	0,98	0,00	0,03	0,39	0,16	1,96	3,21
Bukser og Berging	x		0,03	0,11	0,03	0,00	0,00	0,04	0,00	0,02	0,04
Sunnh. Sandblåsing as	x		1,35	5,53	0,43	0,00	0,01	0,17	0,07	0,85	1,40
Scandinavia Metall	x		12,93	53,04	4,08	0,01	0,12	1,63	0,66	8,16	13,40
Scandinavia Metall	x		26,47	108,30	8,33	0,03	0,25	3,33	1,35	16,66	27,43
Bukser og Berging	x		8,43	34,59	2,74	0,01	0,08	1,18	0,43	5,32	8,77
SMIT	x		274,84	1 127,10	86,70	0,26	2,60	34,68	14,04	173,40	284,80
Amundsen Diving as	x		2,69	11,05	0,85	0,00	0,03	0,34	0,14	1,70	2,79
Amundsen Diving as		x	1,51	6,19	0,48	0,00	0,01	0,19	0,08	0,95	1,56
Summary			357	1 463	113	0,3	3	45	18	225	370

Emissions Factors

	CO2 (kg/kg)	CO (g/kg)	SO2 (g/kg)	NOx (g/kg)	N_2O (g/kg)	NMVOC (g/kg)	CH4 (g/kg)	Particles (g/kg)
Propane	3	0,3		2,3	0,005		0,05	
Acetylene	3,38			25				
Diesel (AS)	3,17	13	1	3	0,03	0,4	0,16	2
Fuel oil (vessels)	3,17	13	4	70	0,03	5	0,16	2
CO2-equiv. (no unit)	1	4	-	17	300	1,7	14	

8 DISPOSAL OF MARINE GROWTH

DISPOSAL MARINE GROWTH			
TOTAL: 2005	Discharge to sea	To landfill	Comment
DATE: dd.mm.yy	(tonne)	(tonne)	
28.09.05		6,80	Destination: SIM Svartasmoget
29.09.05		6,02	(Municipal Landfill at Stord)
30.09.05		6,64	
30.09.05		2,66	
06.10.05		9,22	
10.10.05		7,94	
Summary:	0,00	39,28	

Waste delivered through cleaning subcontractor Sunnhordland Sandblåsning AS (cleaning and transport) to licensed landfill. Used for composting purposes (for treating sewage sludge) at the landfill.

Metal	**Mussels from Brent Flare (22 sept 2005) mg/kg dry weight**
	ICP-MS
As (Arsenic)	10,50
Pb (Lead)	1,03
Cd (Cadmium)	13,9
Cu (Copper)	5,93
Cr (Chromium)	0,31
Hg (Mercury)	0,04
Ni (Nickel)	0,76
Zn (Zinc)	139,00
Ag (Silver)	<0,04
Al (Aluminum)	20,1
C10-C12	<9,0
C12-C16	<9,0
C16-C35	<23,0
C35-C40	<2,5

< = Less than

9 DISPOSAL OF GENERAL WASTE

DISPOSAL GENERAL WASTE									
TOTAL:	ACTIVITY		WASTE FRACTION & MASS:						
2005	Brent Flare	Anchor Block	Mixed (tonnes)			Insulation (tonnes)			Comments, contractor, recipient
DATE: dd.mm.yy	(X)	(X)	Sales	Landfill	Recycled	Sales	Landfill	Recycled	
10.10.2005	x			0,3					Operational waste. Receipt note no. 5420
10.10.2005	x						0,2		Insulation waste from battery room. Receipt note no. 5420
									Destination: SIM Svartasmoget
									(Municipal Landfill at Stord)
Summary			0,0	0,3	0,0	0,0	0,2	0,0	

Waste delivered through waste management contractor SIM Næring AS (Management and transport) to licensed landfill.
Waste to direct landfill.

All waste reciepts, declaration nos. etc. is stored at waste management contractor SIM Næring AS,
or at the licensed municipal landfill SIM (Sunnhordland Interkommunale Miljøverk IKS) Svartasmoget.
All weights stored electronically.

10 DISPOSAL OF HAZARDOUS WASTE

HAZARDOUS WASTE DELIVERED TO WASTE CONTRACTORS							
Year	2005						
Waste category	Description	Date:	Declaration no.	Codes EWC (EAK)	Norw.Waste code	Quantity (kg)	Waste type / date registered / concentration / other commens
Batteries	Lead battery	06.jan.2006	4706760	160 605	7093	1 685	Gel batteries. Original weight 1732 kg, 47 kg is reused privately by Aker deconstruction manager Trevor Anthony Smith. Residual weight is delivered to recycling to Norwegian licensed battery recycling company Batteriretur AS through waste management contractor SIM Næring AS.
HC & Oil contamin.	Hydraulic oil	23.nov.2005	4748311	130 899	7023	40	Oil drained from hydraulic lines. Delivered to recycling to Norwegian licensed hydrocarbon recycling company Opedal Transport AS through waste management contractor SIM Næring AS.
Total						**1 725**	

Oil sold on the open market, through licensed systems. Most used oil in these parts of Norway is used as fuel in licensed asphalt production facilities.

8.2 Clear seabed certificate

SFF SERVICES LIMITED
24 Rubislaw Terrace · ABERDEEN · AB10 1XE
(Registered Office)

Telephone: 01224 646966 · Fax: 01224 647078
e-mail: sff.services@sff.co.uk
Website: www.services.sff.co.uk

SEABED CLEARANCE CERTIFICATE
SHELL UK EXPLORATION & PRODUCTION LIMITED
Former Brent Remote Flare Location

This is to Certify that the MV **"Shemarah II" LH65, Skipper: Donald Moodie** has carried out a Trawl Sweep of the Seabed to a radius of 500 metres centred on the Former Brent Remote Flare location at geographical position 61° 02.736'N, 01° 45.332'E and that we have found to the best of our knowledge and using best practice available, that there are no Oilfield obstructions remaining that will affect fishing in the Area and that the former Brent Flare Remote location has, in all respect, been successfully cleared of equipment and abandoned and is therefore Clean and Clear for normal Fishing Activities

Signed for on behalf of **SFF Services Limited**

.....
John Watt, Director

Signed for on behalf of **SFF Services Limited**

.....
Michael J. Sutherland, Director of Operations and Business Development

Dated: 10 October 2006

SFF SERVICES LIMITED
24 Rubislaw Terrace · ABERDEEN · AB10 1XE
(Registered Office)

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SEABED CLEARANCE CERTIFICATE
SHELL UK EXPLORATION & PRODUCTION LIMITED
former Brent South and Former Brent Spar Anchor Block Locations

This is to Certify that the MV **"Shemarah II" LH65, Skipper: Donald Moodie** has carried out a Trawl Sweep of the Seabed to a radius of 500 metres centred on the former Brent South Wellhead and also to a radius of 100 m each centred on the 6 Former Brent Spar Anchor Block Locations all at the geographical positions, summarised below:-

Site	Centre	Radius from centre covered
Brent South	60° 59.468'N, 1° 40.933'E	500 m
Anchor Block 1	61° 03.259'N, 1° 41.104'E	100 m
Anchor Block 2	61° 02.746'N, 1° 40.638'E	100 m
Anchor Block 3	61° 02.718'N, 1° 39.419'E	100 m
Anchor Block 4	61° 03.146'N, 1° 38.784'E	100 m
Anchor Block 5	61° 03.673'N, 1° 39.281'E	100 m
Anchor Block 6	61° 03.712'N, 1° 40.509'E	100 m

and to confirm that we have found, to the best of our knowledge and using best practice available, that there are no Oilfield obstructions remaining that will affect fishing in the Area and that the former Brent South and former Brent Spar Anchor Block Locations have, as per readings summarised above, in all respects been successfully cleared of equipment and abandoned and are therefore Clean and Clear for normal Fishing Activities

Signed for on behalf of **SFF Services Limited**

.....
John Watt, Director

Signed for on behalf of **SFF Services Limited**

.....
Michael J. Sutherland, Director of Operations and Business Development

Dated: 10 October 2006