

P E R E N C O



PERENCO UK LIMITED

Trent Jackets and Riser Sections Decommissioning Programmes

August 2026

Consultation Version

Document Control

Approvals

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Revision Control

Revision No.	Description of Revision	Issue Date
0	Initial draft for internal review	27/02/26
1	Version 1 issued to OPRED	03/03/26
2	OPRED comments included	10/06/26
3	OPRED comments included. Consultation version issued.	03/08/26

Distribution List

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Terms and Abbreviations

Abbreviation	Explanation
%	Percentage
"	Inch
AB2	Abandoned Phase 2 (Intermediate zones permanently isolated)
AB3	Abandoned Phase 3 (Fully abandoned after removing wellhead and conductor)
BGT	Bacton Gas Terminal
CA	Comparative Assessment
DP	Decommissioning Programme
EA	Environmental Appraisal
E&A	Exploration & Appraisal
ERRV	Emergency Response and Rescue Vessel
EUNIS	European Nature Information System
HCS	Hydrocarbon Safe
HLV	Heavy Lift Vessel
ICES	International Council for the Exploration of the Sea
IWS	International Waste Shipment
JUB	Jack-Up Barge
km	Kilometre
LAT	Lowest Astronomical Tide
LSA	Low Specific Activity
m	Metre
MARPOL	International Convention for the Prevention of Pollution from Ships
MEG	Monoethylene Glycol
MOAB	Mobile Offshore Application Barge
NFFO	National Federation of Fishermen's Organisations
NIFPO	Northern Ireland Fish Producers' Organisation
NORM	Naturally Occurring Radioactive Material
NSTA	North Sea Transition Authority
OEUK	Offshore Energies UK
OPRED	Offshore Petroleum Regulator for Environment & Decommissioning



OSPAR	Oslo and Paris Convention
P&A	Plug and Abandonment
Perenco	Perenco UK Limited
PL	Pipeline
SAC	Special Area of Conservation
SFF	Scottish Fishermen’s Federation
SLV	Single Lift Vessel
SNS	Southern North Sea
SOSI	Seabird Oil Sensitivity Index
SPA	Special Protection Area
TC	Trent Compression Platform
TP	Trent Production Platform
UK	United Kingdom
UKCS	United Kingdom Continental Shelf
WGS	World Geodetic System



1. EXECUTIVE SUMMARY

1.1 Decommissioning Programme

This document contains the decommissioning programmes (DPs) for the removal the Trent Production Platform (TP) and Trent Compression Platform (TC) jackets, as well as the riser sections of pipelines PL253b, PL1220 and PL1221 on the TP, and the riser sections of the Kilmar pipelines PL2162 and PL2163 on the TC, which are located within the TC jacket.

The Trent topsides (and the top sections of the risers) were covered in the *Trent 43/24a Topsides and Riser Sections Decommissioning Programmes* [Ref. 1], approved in September 2025. The subsea laid sections of pipelines PL253b, PL1220, PL1221 will be covered under a future Pipelines DP. Pipelines PL2162 and PL2163 were covered by Energean in the *Kilmar Decommissioning Programmes* [Ref. 2], published in May 2025.

1.2 Requirement for Decommissioning Programme

Installations: In accordance with the Petroleum Act 1998, the Section 29 notice holders of the Trent (TP and TC) jackets (see Tables 1.2 and 1.3) are applying to the Offshore Petroleum Regulator for Environment and Decommissioning (OPRED) to obtain approval for decommissioning the installations detailed in Section 2.1 of this programme. (See also Section 8 - Section 29 Notice Holders Letters of Support).

Pipelines:

In accordance with the Petroleum Act 1998, the Section 29 notice holders of the PL253b, PL1220, PL1221, PL2162 and PL2163 pipelines (see Tables 1.5 and 1.6) are applying to OPRED to obtain approval for decommissioning the pipelines detailed in Section 2.3 of this programme. (See also Section 8 – Section 29 Notice Holders Letters of Support).

In conjunction with public, stakeholder and regulatory consultation, the decommissioning programmes are submitted without derogation in compliance with national and international regulations and OPRED guidelines. The schedule outlined in this document is for a 6-year decommissioning project plan due to begin in 2027.

1.3 Introduction

The Trent installation is located in the Trent Field in Block 43/24a (Licence P.685) of the United Kingdom Continental Shelf (UKCS) in the Southern North Sea (SNS). It stands in 48.6 metres (m) of water, approximately 116 kilometres (km) from Flamborough, on the UK coastline, and 72km from the UK/Netherlands international line. The Trent installation is located within the Southern North Sea Special Area of Conservation (SAC) designated for the harbour porpoise and is located 9.6km south of the Dogger Bank SAC, a designated site for the Annex I Sandbanks habitat.

The Trent discovery well 43/24-1 was drilled and suspended in 1990. Appraisal well 43/24-4 was drilled in 1993 from a surface location alongside the discovery well and abandoned. A drilling template was placed over these wells in May 1995 with slots to drill up to seven further wells. Before installation of the 43/24 Trent jacket, three new wells were drilled, and 43/24-P4 was side-



tracked. The TP was installed in 1996, with first gas produced in 1997. Perenco acquired 100% of the Trent field in 2003, taking over the operatorship. The TC was installed by Perenco in 2005.

The Trent installation consists of two adjoining normally unattended installation platforms: the TP, a small, fixed steel structure; and the TC, a mobile offshore application barge (MOAB). The two platforms are connected by a 30.48m-long bridge. A subsea drilling template lies on the seabed beneath TP. It is not attached to the jacket; it is anchored to the seabed.

Produced gas from Trent was combined with imported gas from the Garrow and Kilmar fields via 12-inch (") PL2162 and from the Tyne field via 20" PL1220. Monoethylene glycol (MEG) from Trent was supplied to Kilmar via 3" PL2163 and to the Tyne installation via 3" PL1221. On TP, the combined gas was metered and exported via 24" pipeline PL253b to PL253, via the subsea Wye manifold, which is located approximately 1km east of Trent. The Cygnus installation export pipeline (PL3088) is also connected to the Wye manifold. From the manifold, the 24" pipeline continues to Bacton Gas Terminal (BGT).

Perenco explored all avenues for continuing production and concluded that due to high operational costs and a reduction of gas production, continued operations are uneconomical. Due to the cost of purchasing carbon dioxide allowances, the cost of running the Trent compression train significantly increased. In addition, the compression was unable to operate at the current low rates from the limited well stock which is subject to liquid loading.

Trent hydrocarbon processing was temporarily suspended in 2020 for economic reasons and the wells were isolated in 2021. Cessation of production documentation was submitted to the North Sea Transition Authority (NSTA) and approved in August 2023.

From September 2025 to January 2026, a campaign was completed at the Trent field using the Erda jack-up rig. The campaign scope included pipeline flushing, plugging and abandonment (P&A) and removal of significant topside items. Hydrocarbon safe (HCS) activities were completed in October 2025. PL253b export pipeline flushing activities occurred from November to December 2025. After flushing was completed, the pipeline was air-gapped at the topsides to physically separate it from any part of Trent's process system. Leaving a flushed and disused pipeline system in-situ will not prejudice or prevent any final decommissioning solutions. P&A of three production wells (43/24-P2 and 43/24-P3 to AB2 and 43/24-P4z to AB3) also happened between November and December 2025. 43/24-P2 and 43/24-P3 will be P&A'd to AB3 during the installation removal campaign. There are two exploration & appraisal (E&A) wells (43/24-4 and 43/24-P1) located in the drilling template. These will be fully abandoned after jacket removal.

With the departure of Erda in January 2026, the TP and TC entered lighthouse mode and will remain in this state until the installations are removed. Prior to installation removal, the risers on TP and TC will be cut on the seabed. It is anticipated that there will be no interval between the removal of the topsides (covered in a separate DP) and the jackets; they will be removed in the same campaign.

The decommissioning programmes explain the principles of the removal activities and are supported by an environmental appraisal (EA) [Ref. 3].

1.4 Overview of Installations Being Decommissioned

1.4.1 Installations

Table 1.1: Installations Being Decommissioned			
Fields	Trent	Production Type (Oil/Gas/Condensate)	Gas
Water Depth (m)	48.6	UKCS Block	43/24a
Distance to median (km)	72	Distance from nearest UK coastline (km)	116
Surface Installations			
Number	Type	Topsides Weight (Te)	Jacket Weight (Te)
2	Jackets	N/A	3,990.3*
Subsea Installations		Number of Wells	
Number	Type	Platform	Subsea
1	Drilling template	N/A**	N/A
Drill Cuttings Piles			
Number of Piles	N/A	Total Estimated Volume (m ³)	N/A

*Includes the weight of the TP and TC jackets, riser sections on both jackets, marine growth, grout and piles.

**Platform wells are covered in the Trent Topsides Decommissioning Programme.

Table 1.2: Installation Section 29 Notice Holders Details – TP Platform		
Section 29 Notice Holders	Registration Number	Equity Interest (%)
Perenco UK Limited	04653066	100
ARCO British Limited, LLC	BR001713	0
BP Exploration Operating Company Limited	00305943	0
Serica Energy Chinook Limited	SC335305	0

Table 1.3: Installation Section 29 Notice Holders Details – TC Platform		
Section 29 Notice Holders	Registration Number	Equity Interest (%)
Perenco UK Limited	04653066	100
Serica Energy Chinook Limited	SC335305	0

1.4.2 Pipelines

Table 1.4: Pipelines Being Decommissioned	
Number and total length (m) of pipelines	5 risers – PL253b* (66m), PL1220* (65m), PL1221* (57m), PL2162* (57.5m), PL2163* (57.5m)

**Jacket riser section only*

Table 1.5: Pipelines Section 29 Notice Holders Details (PL253b, PL1220 and PL1221)		
Section 29 Notice Holders	Registration Number	Equity Interest (%)
Perenco UK Limited	04653066	100
ARCO British Limited, LLC	BR001713	0
BP Exploration Operating Company Limited	00305943	0
Serica Energy Chinook Limited	SC335305	0

Table 1.6: Pipelines Section 29 Notice Holders Details (PL2162, PL2163)		
Section 29 Notice Holders	Registration Number	Equity Interest (%)
Perenco UK Limited	04653066	100

1.5 Summary of Proposed Decommissioning Programme

Table 1.7: Summary of Decommissioning Programme	
Proposed Decommissioning Solution	Reason for Selection
Substructures (Jackets)	
The leg piles will be cut to a target depth of at least - 3m below the mean seabed level. Cutting of the piles is anticipated to be executed by internal cutting equipment. However, if this proves unfeasible, it would be necessary to excavate the seabed around the piles to enable external cutting. Where required, cleaning will be carried out at the dismantling site for recycling, as appropriate. Perenco will assess alternative options for removal based on structural integrity, project efficiency and vessel capability.	Complies with The Convention for the Protection of the North-East Atlantic or Oslo and Paris Convention (OSPAR) to leave a clear seabed, remove a potential obstruction to fishing operations and maximise the potential for recycling of materials, and OPRED guidelines.
Subsea Installation	
The TP drilling template will be removed from the seabed in a single lift.	Complies with OSPAR requirements and OPRED guidelines.

Riser Sections	
Riser sections PL253b, PL1220, and PL1221, which remain attached to the TP jacket, will be cut on the seabed (-48.6m LAT) and removed together with the TP jacket for dismantlement onshore. The pipeline ends will be cut back flush with the existing mattresses to mitigate potential snagging hazards. Riser sections PL2162 and PL2163, which remain attached to the TC jacket, will be cut up to the first riser elbow flanges approximately 2m above the seabed and will be removed together with the TC jacket for dismantlement onshore. A single mattress may remain to prevent a snagging hazard if the cut ends are exposed and not easily covered by the existing rock dump. The mattress will be moved, the pipelines cut, and then the mattress replaced over the cut end. Any remaining mat will be flush with seabed and overtrawlable (see <i>Kilmar Decommissioning Programmes</i> [Ref. 2]). Recycling will be the prioritised disposal method.	Meets HSE regulatory requirements and Offshore Energies UK (OEUK) and OPRED guidelines.
Interdependencies	
Trent neighbours several platforms and associated pipelines, although most of these have been decommissioned. The only active installations are in the Cygnus field, located 51km to the northeast and Ravenspurn field, 47km to the southwest. The Cygnus-produced gas feeds into the Wye Manifold, which the Trent also used when operating. Production from the Kilmar and Garrow field platforms, which are being decommissioned, previously fed into Trent CP. These two fields have ceased production and have been decommissioned. It is considered that the Trent jackets decommissioning will not impact any oil and gas infrastructure.	

1.6 Field Location Including Field Layout and Adjacent Facilities

Figure 1.1: Field Location in UKCS

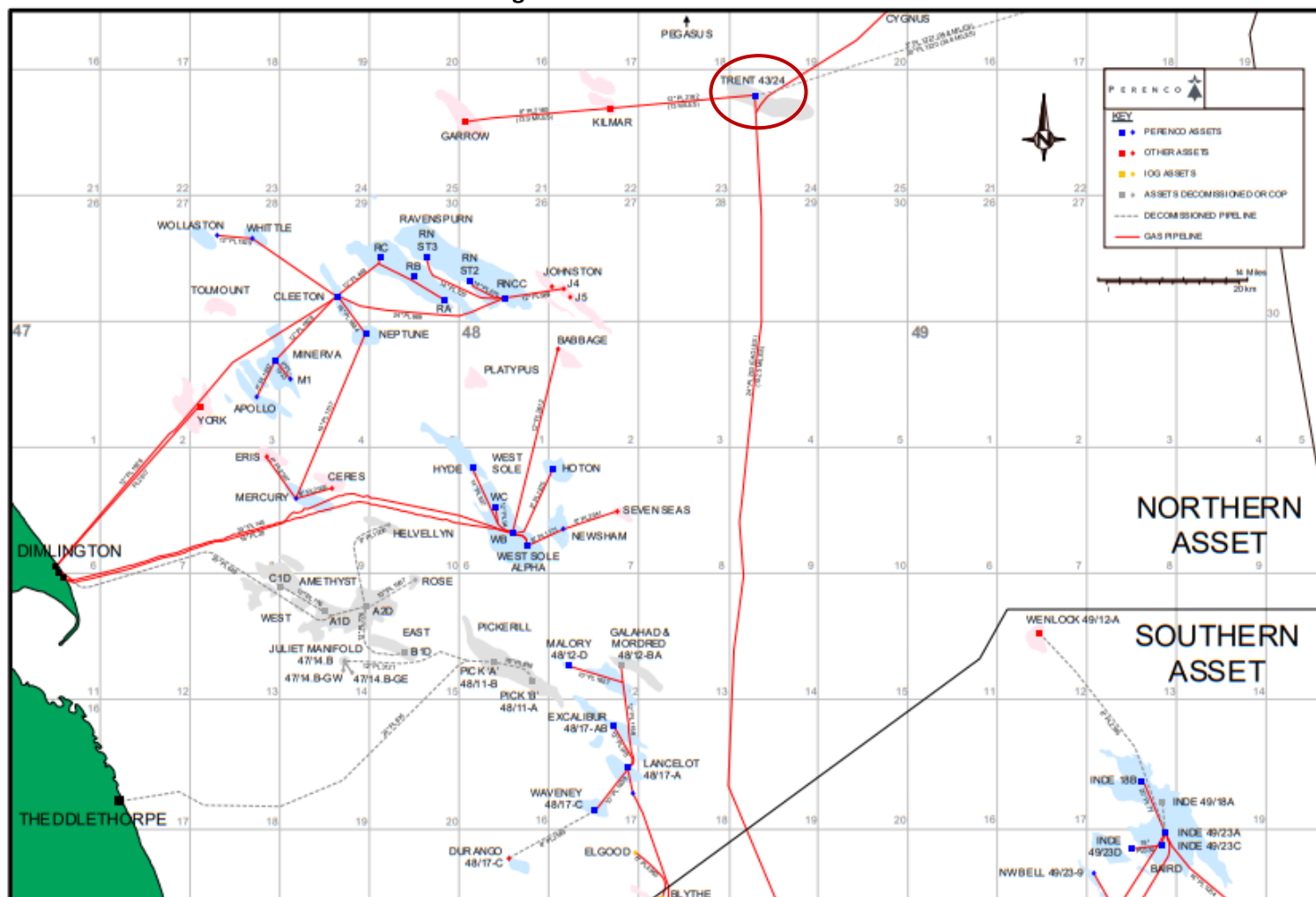


Figure 1.2: Field Layout

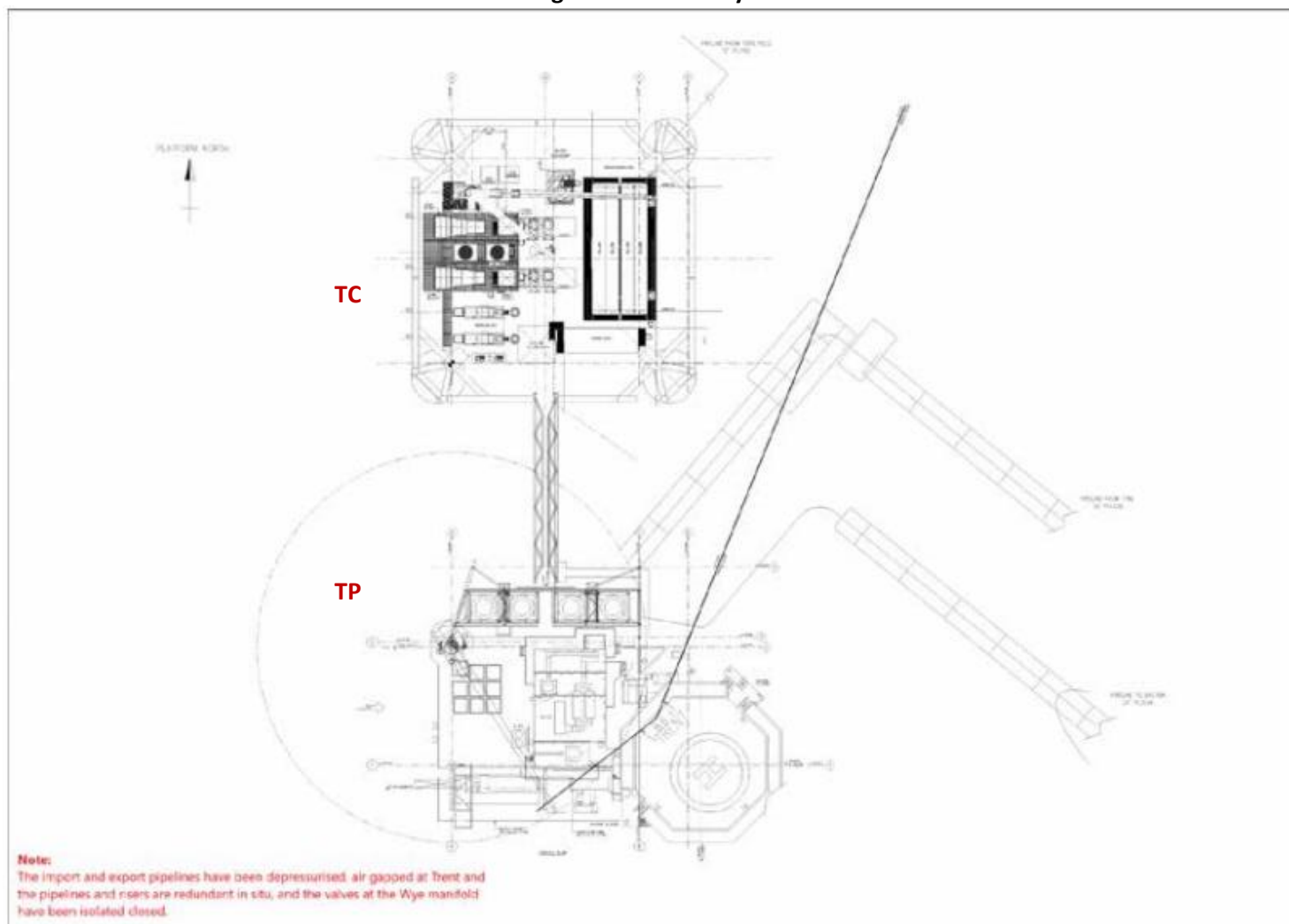
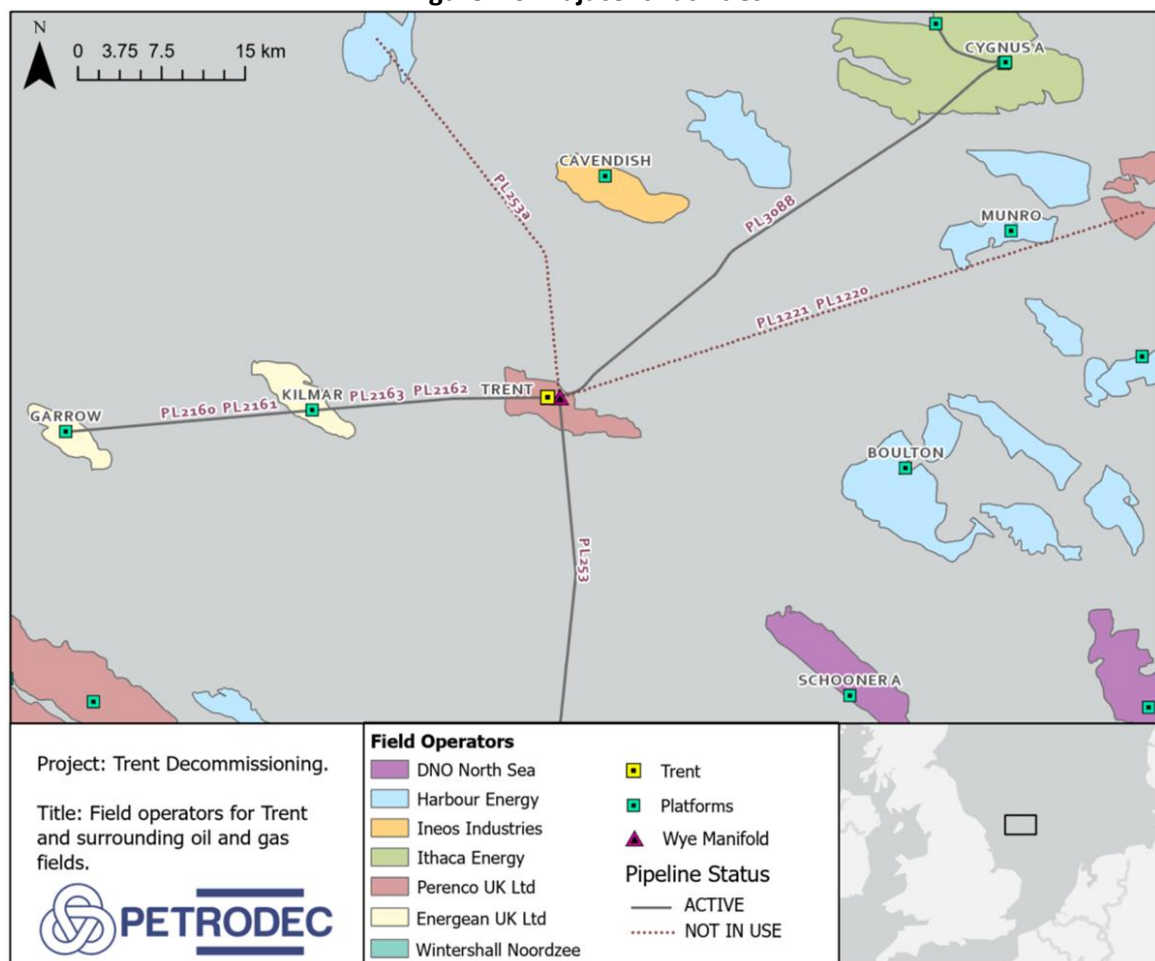


Table 1.8: Adjacent Facilities					
Owner / Operator	Name	Type	Distance/Direction	Information	Status
Chrysaor Production (U.K.) Limited	Boulton	Platform	33km southeast	Adjacent platform	Non-operational
Ithaca (NE) E&P Limited	Cygnus	Platform	51km northeast	Adjacent platform	Operational
Energiean UK Ltd / Petrodec UK Limited	Garrow	Platform	44km west	Adjacent platform	Non-operational
Chrysaor Production (U.K.) Limited	Kelvin	Platform	54km east	Adjacent platform	Non-operational
Energiean UK Ltd / Petrodec UK Limited	Kilmar	Platform	21km west	Adjacent platform	Non-operational
Chrysaor Production (U.K.) Limited	Munro	Platform	44km northeast	Adjacent platform	Non-operational
Ithaca (NE) E&P Limited	PL253	Pipeline	1.1km east	Wye manifold to BGT	Operational
Ithaca (NE) E&P Limited	PL253a	Pipeline	1.1km east	Esmond to Wye manifold	Non-operational
Perenco UK Limited	PL253b	Pipeline	Attached to Trent	Trent to Wye manifold	Non-operational
Perenco UK Limited	PL1220/ PL1221	Pipeline	Attached to Trent	Tyne to Trent	Non-operational
Energiean UK Ltd	PL2162/ PL2163	Pipeline	Attached to Trent	Kilmar to Trent	Non-operational
Ithaca (NE) E&P Limited	PL3088	Pipeline	1.2km east	Cygnus to Wye manifold	Operational
Perenco UK Limited	Ravenspurn North	Platform	47km southwest	Adjacent platform	Operational

Ithaca (NE) E&P Limited	Wye Manifold (Cygnus B Crossing)	Manifold	1.2km east	Adjacent platform	Operational
Impacts of Decommissioning Proposals					
Decommissioning of the TP and TC jackets is expected to have no impact on the adjacent facilities.					

Figure 1.3: Adjacent Facilities





1.7 Industrial Implications

Perenco's contract strategy and Supply Chain Action Plan including Pathfinder will result in an efficient and cost-effective execution of the decommissioning works.

The Trent Jackets and Risers DP is managed by Perenco to ensure safe, efficient, and legally compliant delivery of the various elements of the decommissioning scope. The intention is to make efficient use of the supply chain to generate value through the application of knowledge, innovation, and technology, explore collaboration opportunities and employ best practices in the management of the supply chain to deliver a cost-effective and reliable service. Where appropriate, existing framework agreements may be used for decommissioning activities.

2. DESCRIPTION OF ITEMS TO BE DECOMMISSIONED

2.1 Installations: Surface Facilities (Jackets)

Table 2.1: Surface Facilities Information									
Name	Facility Type	Location		Topsides/Facilities		Jackets			
		WGS84 decimal	WGS84 decimal of a minute	Weight (Te)	No. of Modules	Weight (Te)	No. of Legs	No. of Piles	Weight of Piles (Te)
TP	Production platform	54.29893164N 01.65843526E	54° 17' 56.1539" N 01° 39' 30.3669" E	N/A	N/A	1,630.4*	4	4	768.1†
TC	Compression platform	54.29865956N 01.65789396E	54° 17' 55.1744" N 01° 39' 28.4183" E	N/A	N/A	1,591.8‡	4	N/A§	N/A

*Includes the weight of the jacket, marine growth and riser sections attached to the jacket.

†Includes the weight of piles and grout.

‡ Includes the weight of the TC legs, suction cans, marine growth and risers within the legs.

§TC is suction piled to the seabed with vacuum pumps. These are counted in the jacket weight.

2.2 Installations: Subsea

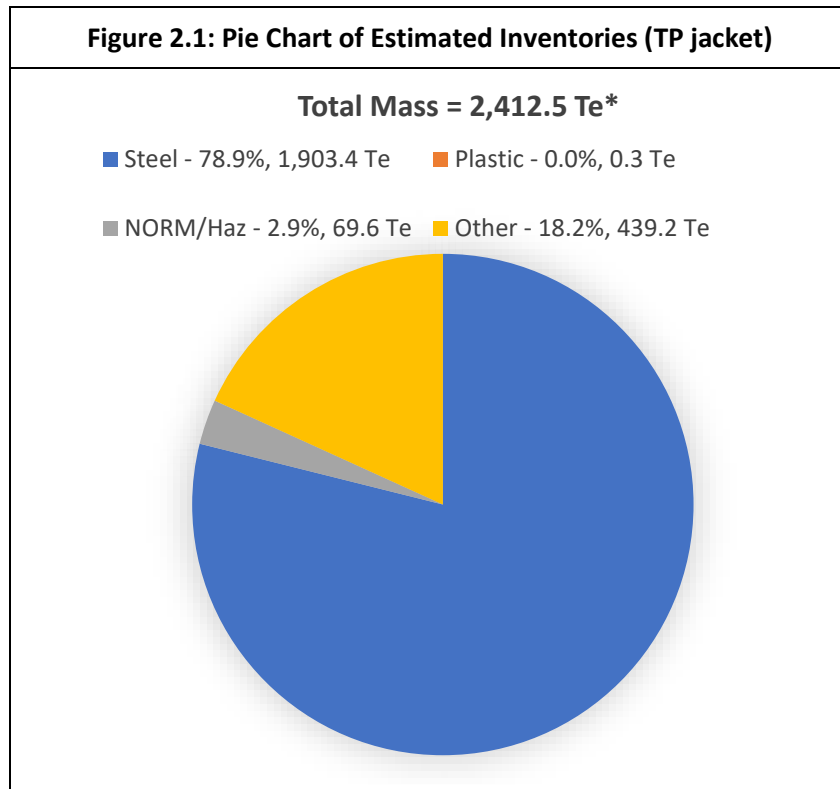
Table 2.2: Subsea Installations					
Subsea Installations	Number	Size/Weight	Location		Comments/Status
			WGS84 decimal	WGS84 decimal of a minute	
Drilling template	1	7.16m x 7.16m / 14 Te	54.29893164N 01.65843526E	54° 17' 56.1539" N 01° 39' 30.3669" E	Anchored to seabed

2.3 Pipelines

Table 2.3: Pipeline (Riser) Information							
Pipeline Number	Description	Length (m)	Product Conveyed	From-To Location Points	Burial Status	Pipeline Status	Current Content
PL253b*	Export line (24")	66m	Gas	From cut location below the spider deck at approximately +13m level above LAT to rigid tie-in spool flange at the base of the TP jacket.	Exposed	Out of use	Seawater
PL1220*	Import line (20")	65m	Gas	From Trent spool 20" 1500 WN RTJ swivel flange to cut #1 near Trent spider deck level.	Exposed	Out of use	Seawater
PL1221*	Chemical line (3")	57m	Methanol	From Trent spool 3" 1500 WN RTJ swivel flange to cut #1 near Trent spider deck level.	Exposed	Out of use	Seawater
PL2162*	Export line (12")	57.5m	Gas	From outboard side of the Trent platform riser bottom tie-in flange to cut point below the hull at approximately +13.7m level above LAT.	Exposed	Out of use	Seawater
PL2163*	Service line (3")	57.5m	MEG and corrosion inhibitor	From outboard side of the Trent platform riser bottom tie-in flange to cut point below the hull at approximately +13.7m level above LAT.	Exposed	Out of use	Seawater

*Riser section only

2.4 Inventory Estimates

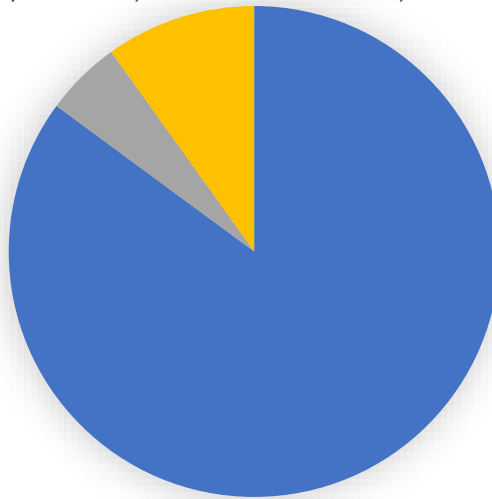


**Includes the weight of the jacket, piles, grout, marine growth, riser sections and the drilling template.*

Figure 2.2: Pie Chart of Estimated Inventories (TC jacket)

Total Mass = 1,591.8 Te*

■ Steel - 85.1%, 1,354.3 Te	■ Plastic - 0.0%, 0.1 Te
■ NORM/Haz - 5.0%, 79.2 Te	■ Other - 9.9%, 158.3 Te



**Includes the weight of the TC legs, suction cans, marine growth and risers within the legs.*

3. REMOVAL AND DISPOSAL METHODS

Disposal option selection will be in accordance with the Environmental Agency Waste Management Hierarchy. Perenco will consider the disposal options available, considering the business needs within Perenco to reuse equipment and materials where appropriate.

At the current time, a suitable relocation or reuse for the jackets has not been identified; therefore, at present, dismantling of the jackets at an onshore disposal facility is considered the most likely disposal option. Those materials deemed suitable for recycling are to be recovered at an appropriate recycling facility. Following commercial tendering, OPRED will be informed of the result.

3.1 Jackets

3.1.1 Jacket Decommissioning Overview

The TP jacket is of an open steel framework, comprising four legs connected and braced by horizontal and diagonal steel members. The jacket is secured to the seabed by tubular steel piles, each of approximately 54m in overall length, driven through pile sleeves attached to the jacket legs. The jacket has a single vertical face (the west face) to facilitate the close approach of a jack-up rig. The other three faces have a batter.

TC is a dedicated MOAB, which is a self-installing four-legged platform suction-piled into the seabed at a depth of approximately 5m to provide stability. It supports a single 30m x 30m deck carrying equipment required for compression and associated facilities. The legs are connected by bracings in the lower part of the structure. 12" gas riser PL2162 and 3" MEG riser PL2163 are installed in the north-east leg.

A single lift removal option using a suitable heavy lift vessel (HLV) or jack-up barge (JUB) and transportation to shore for cleaning, break-up, and recycling is considered the most likely removal methodology currently. However, the exact cutting points and removal method are subject to detailed engineering and commercial tendering.

All risers attached to the Trent jackets will be removed together with the respective jackets. This comprises PL253b, PL1220 and PL1221 on TP, and PL2162 and PL2163 on TC. In preparation for the Trent risers' removal, the pipelines will all be cut and air-gapped on the seabed (-48.6m LAT).

The pile cuts for the Trent jackets will be made -3m below the seabed level to ensure that any remains are unlikely to become uncovered. The means of cutting will be an industry standard technique such as diamond wire, oxyacetylene, or high-pressure abrasive water jet cutting.

After the jackets and risers have been lifted from the seabed, the drilling template will be lifted onto the HLV/JUB and returned to shore.

The steps below provide a high-level chronological summary of the key stages of each Trent installation removal. It is anticipated that there will be no interval between the removal of the topsides and the jackets; they will be removed in the same campaign:

- Mobilisation of equipment and personnel to HLV/JUB.



- Transit of vessel/barge to Trent field.
- Arrive at the 500m safety zone and complete pre-entry checks.
- Move into position next to the jacket.
- Launch a remotely operated vehicle (ROV) to inspect the jacket.
- Connect rigging to the grillage on which the solar Aids to Navigation (AtoNs) are placed with Rope Access Technician (RAT) (if required) and hang off rigging to the vessel deck.
- Connect rigging to the main crane.
- Lift grillage and solar AtoNs from the jacket.
- Connect rigging to topside pad-eyes with RAT and hang off rigging to the vessel deck.
- Connect the rigging to the main crane.
- Complete cut below the cellar deck to separate the topside from the jacket.
- Lift the topside to the deck of the vessel and seafasten it in place.
- Connect rigging to jacket pad-eyes with RAT and hang off rigging to the vessel deck.
- Remove soil plug from pile annulus and complete pile cuts.
- Connect rigging to the main crane.
- Lift the jacket to the deck of the vessel and seafasten it in place.

The vessel/barge will reposition to the other installation. The steps will follow:

- Connect rigging to topside pad-eyes with RAT and hang off rigging to the vessel deck.
- Connect the rigging to the main crane.
- Complete cut below the cellar deck to separate the topside from the jacket.
- Lift the topside to the deck of the vessel and seafasten it in place.
- Connect rigging to jacket pad-eyes with RAT and hang off rigging to the vessel deck.
- Remove soil plug from pile annulus and complete pile cuts.
- Connect rigging to the main crane.
- Lift the jacket to the deck of the vessel and seafasten it in place.
- Execute as-left survey/debris removal with ROV.
- Complete safety checks in preparation for leaving the field and moving out of the 500m safety zone.
- Transport topsides and jackets to disposal yard for onshore disposal and recycling.

Trinity House will be informed when the AtoNs on the jackets are extinguished. The AIS base station will be switched off once the jackets are removed.

Figure 3.1: TP Jacket General Arrangement

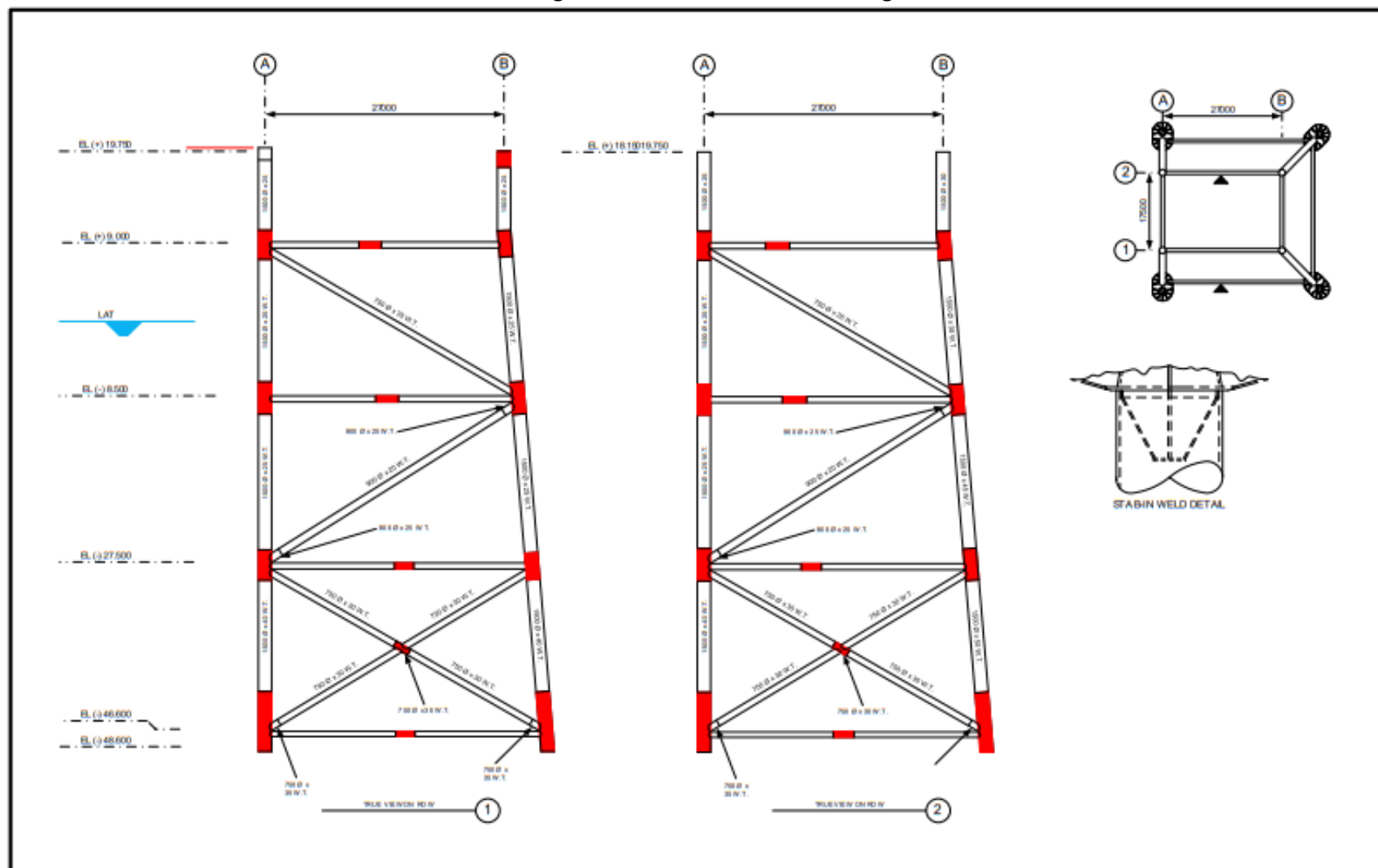


Figure 3.2: TP Drilling Template General Arrangement

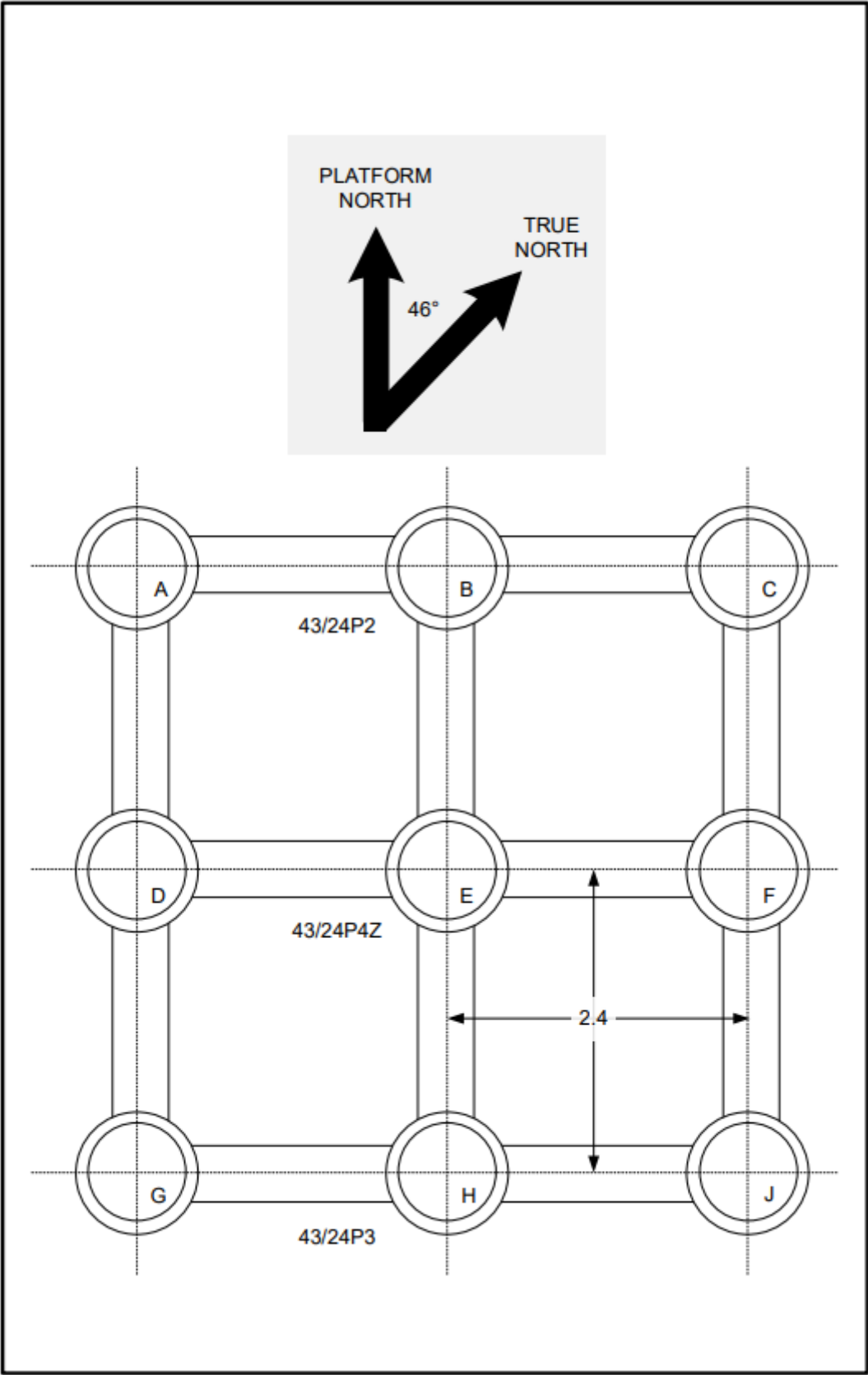
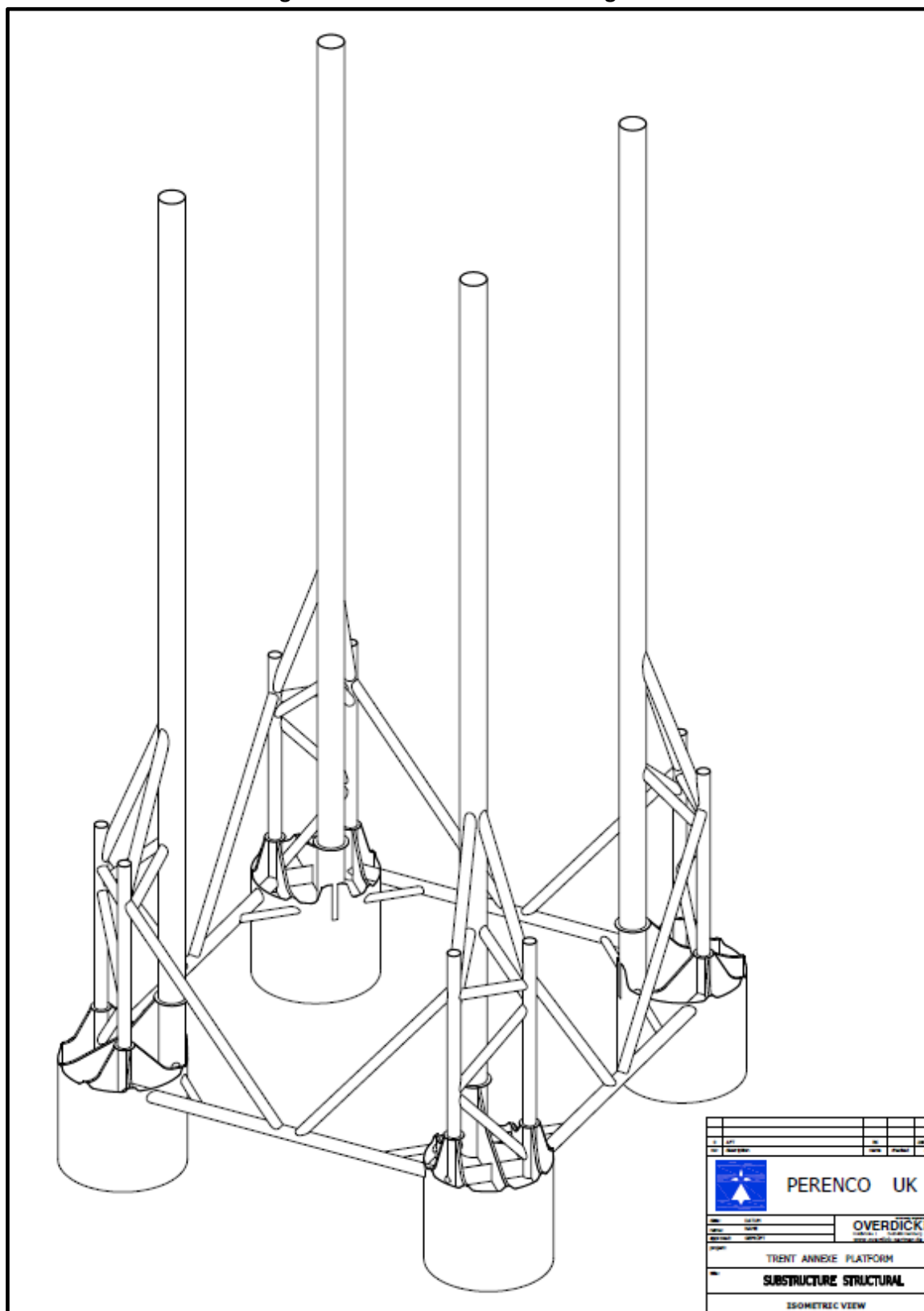


Figure 3.3: TC Jacket General Arrangement



3.1.2 Jacket Removal Methods

The jackets will be removed to shore for cleaning and disposal. The pile cuts will be made to a depth of -3m below the seabed level to ensure that any remains are unlikely to become exposed. The cutting method could be diamond wire, oxyacetylene, or high-pressure abrasive water jet.

The jackets will be removed by the methods outlined in the table below.

Table 3.1: Jacket Removal Methods	
1) HLV (semi-submersible crane vessel) ☒ 2) SLV ☒ 3) Piece small ☐ 4) Other (<i>Jack-up barge</i>)	
Method	Description
Single lift removal by SLV/HLV/JUB	Removal of jackets and risers as complete units and transportation to shore for recycling, break up, and/or disposal.
Proposed removal method and disposal route	All necessary permits and consents required for trans-frontier shipments of waste will be in place before leaving UK waters. A final decision on the decommissioning method will be made following a commercial tendering process and OPRED informed.

3.2 Subsea Installations

Table 3.2: Subsea Installation Decommissioning Options			
Subsea Installation	Number	Option	Disposal Route
Drilling template	1	Full removal	Transported to shore for re-use, recycling, or disposal

3.3 Pipelines

Decommissioning Options: A Comparative Assessment (CA) is not required as the risers will be fully removed.

Table 3.3: Pipeline or Pipeline Groups Decommissioning Options			
Pipeline or Group (as per PWA)	Condition of Line/Group	Whole or Part of Pipeline/Group	Decommissioning Options Considered
PL253b	Exposed – attached to jacket	Part of pipeline (riser section only)	A CA is not required. The risers will be fully removed.
PL1220	Exposed – attached to jacket	Part of pipeline (riser section only)	
PL1221	Exposed – attached to jacket	Part of pipeline (riser section only)	

PL2162	Exposed – attached to jacket	Part of pipeline (riser section only)	
PL2163	Exposed – attached to jacket	Part of pipeline (riser section only)	

3.4 Waste Streams

Table 3.4: Waste Stream Management Methods	
Waste Stream	Removal and Disposal Method
Bulk Liquids	N/A
Marine Growth	Removed offshore/onshore. Disposed according to guidelines.
NORM/LSA Scale	NORM has been detected on pipework, flanges, spools and valves on the topsides. Any encountered NORM on the jackets will be dealt with and disposed of following guidelines and company policies and under the appropriate permits.
Asbestos	N/A
Other Hazardous Wastes	The pipelines were made HCS (flushed, cut, and filled with seawater). Therefore, a survey for hazardous waste will not be required.
Onshore Dismantling Sites	Appropriate licenced sites will be selected. The facility chosen by the removal contractor must demonstrate a proven disposal track record and waste stream management throughout the deconstruction process and demonstrate their ability to deliver innovative recycling options. OPRED will be advised once a decision is made on the site.

Table 3.5: Inventory Disposition			
	Total Inventory (Te)	Planned (Te) to Shore	Planned Left in Situ
Installations	3,965.9	3,425.4*	540.4**
Pipelines	38.5	38.5	0

*Includes weight of jackets, marine growth, drilling template and TP piles and grout down to 3m below the seabed.

**Includes weight of TP piles and grout up to 3m below the seabed.

The jackets, excluding the marine growth, are almost 100% recyclable. See Section 6.3.5 Solid Waste Generation in the EA [Ref. 3] for more information.

4. ENVIRONMENTAL APPRAISAL OVERVIEW

4.1 Environmental Sensitivities (Summary)

Table 4.1: Environmental Sensitivities	
Conservation Interests	Trent is located within the Southern North Sea SAC (Summer Area), a designated site for the harbour porpoise (<i>Phocoena phocoena</i>). It is located 9.6km from the Dogger Bank SAC, a designated area for Annex I habitats: Sandbanks, which are slightly covered by seawater all the time (1110).
Seabed	A benthic habitat mapping and grab sampling campaign of the 500m zone around Trent was carried out in 2024. The survey area was homogeneously characterised by EUNIS A5.35 Circalittoral Sandy Mud, with small sand ripples present. The benthic survey did not identify any <i>Sabellaria spinulosa</i> biogenic reef as present within the 500m safety zone. No protected benthic species or habitats were encountered within the survey zone. There were also no Invasive Non-Native Species identified during the survey. The chemical analysis of the marine sediment within the Trent survey area indicated that generally, the hydrocarbon and heavy metals concentrations are within background levels for the North Sea.
Fish	Species that spawn within ICES Rectangle 37F1 (where Trent is located) include cod (<i>Gadus morhua</i>), lemon sole (<i>Microstomus kitt</i>), nephrops, plaice (<i>Pleuronectes platessa</i>), sandeels (Ammodytidae spp.), and whiting (<i>Merlangius merlangus</i>). ICES Rectangle 37F1 also acts as nursery grounds for anglerfish (<i>Lophius piscatorius</i>), blue whiting (<i>Micromesistius poutassou</i>), cod, hake (<i>Merluccius merluccius</i>), herring (<i>Clupea harengus</i>), ling (<i>Molva molva</i>), mackerel (<i>Scomber scombrus</i>), sandeels, spurdog (<i>Squalus acanthias</i>), and whiting. Elasmobranch species reportedly present within the vicinity of Trent include smallspotted catshark (<i>Scyliorhinus canicula</i>), spotted skate (<i>Raja montagui</i>), thornback skate (<i>Raja clavata</i>), thorny skate (<i>Amblyraja radiata</i>), and tope shark (<i>Galeorhinus galeus</i>).
Fisheries	Fishing effort within 37F1 is relatively low and mostly concentrated within the summer months. The average annual fishing effort for 37F1 is 94 days fished from 2020 to 2024. The average annual fish landings between 2020 and 2024 was 202 tonnes with an estimated value of £417,922.

Marine Mammals	The Southern North Sea generally has a relatively low density of marine mammals. While over ten species of cetaceans have been recorded in the Southern North Sea, the harbour porpoise (<i>Phocoena phocoena</i>) is the only species within the vicinity of Trent that can be considered as regularly occurring throughout the year. Less frequent cetacean sightings within the vicinity of Trent include the bottlenose dolphin (<i>Tursiops truncatus</i>), minke whale (<i>Balaenoptera acutorostrata</i>), pilot whale (<i>Globicephala melaena</i>), and white-beaked dolphin (<i>Lagenorhynchus albirostris</i>). Trent is located inside the summer area of the Southern North Sea SAC, which is a designated area for the harbour porpoise. The seas around Trent are not important feeding grounds for harbour seals (<i>Phoca vitulina</i>). Trent is located towards the outer extent of the feeding grounds for grey seals (<i>Halichoerus grypus</i>).
Birds	Trent is not located within a seabird ‘hotspot area’. The Seabird Oil Sensitivity Index (SOSI) for UKCS Block 43/24 (where Trent is located) generally ranges from 3 (high sensitivity) to 1 (extremely high sensitivity) from May to January. From February to April, the SOSI is 5 (low sensitivity). Nesting bird surveys of Trent carried out by ornithologists in 2023, 2024, and 2025 confirmed that Trent is not used for nesting. The Greater Wash Special Protection Area (SPA) is designated for overwintering red-throated diver (<i>Gavia stellata</i>), common scoter (<i>Melanitta nigra</i>), and the Outer Thames Estuary SPA is designated for the red-throated diver. Both birds are vulnerable to disturbance from marine traffic. The support vessels servicing Trent would travel through a small part of these SPAs close to their ports of Great Yarmouth and Lowestoft.
Onshore Communities	Beaches along the Yorkshire coastline (nearest coastline to Trent), which have been awarded Blue Flag status in 2025, are Whitby, Hornsea, and Withernsea. Mablethorpe and Skegness are coastal towns located in Lincolnshire, which are important areas for tourism.
Other Users of the Sea	The density of marine traffic within Block 43/24 is classified as ‘High’. This is attributed to the high density of oil and gas infrastructure in the vicinity and other shipping activity, predominantly cargo ships and offshore support vessels. Oil and gas activity within the Southern North Sea is generally high and targets a number of existing gas fields. Although there is significant surface and subsurface infrastructure in the vicinity of Trent, many fields have ceased production. The nearest installation to Trent is Kilmar (decommissioned), and the nearest producing installation is the Cygnus field, 51km to the northeast. Trent is located within the ‘SNS Area 1’ <i>Carbon Capture Storage</i> license area. Within each <i>Carbon Capture Storage</i> license area, there are smaller <i>Carbon Dioxide Appraisal and Storage License</i> areas. Trent is located, respectively, approximately 0.7km and 3.7km from the CS006 and CS020 CCS <i>Carbon Dioxide Appraisal and Storage License</i> areas.



	There are no marine aggregate extraction areas within 40km of the Trent installation. Trent is not located within a wind farm site. The closest wind farm site is the R4 Project 2 (Dogger Bank Southeast), which is currently undergoing a pre-planning application status (17km northeast of Trent, at its closest point). The closest subsea telecommunications cable to Trent is the active Viking Link cable, approximately 27.6km south of the installation. Trent is located within the EGD323D Southern Complex airspace danger zone. In the vicinity of the Trent, there are no designated protected wrecks (Historic England, 2026). There are 13 non-protected shipwrecks located within 10km of the Trent. The closest shipwreck is located 1.7km northeast of the installation.
Atmosphere	The offshore decommissioning activities will produce atmospheric emissions, primarily through fuel combustion. The emissions will be minimal in terms of the overall carbon footprint of the UKCS oil and gas activity and the UK national carbon budget.

4.2 Potential Environmental Impacts and Their Management

Environmental Impact Assessment Summary:

Following a detailed review of the proposed Trent installation removal activities, the environmental sensitivities present in the area, and the potential impacts on the environment, it has been determined that the removal of the Trent installation does not present any potentially significant impacts. The impacts associated with the removal activities are well understood and managed through the implementation of established mitigation measures stated in Table 4.2.

Other potential environmental impacts will likely result from the physical presence of the rig and installation, potential seabird nesting habitats, vessel transit through SPAs, seabed disturbance, operational discharges to sea, noise emissions, solid waste generation, atmospheric emissions from vessel use, and accidental release to sea of hydrocarbons. Following further assessment, the potential impacts of these have been determined to be not significant following the implementation of the mitigation measures stated in Table 4.2.

Overall, the Trent installation removal campaign is determined as not having a significant impact on environmental or societal receptors within the UKCS or internationally.

Overview:

Table 4.2: Environmental Impact Management		
Activity	Main Impacts	Management
Potential significant impacts scoped in for detailed assessment		
Removal of Trent Installation	No potentially significant impacts were identified during the Environmental Impact Identification for the Trent installation removal campaign.	
Potential non-significant impacts scoped out of detailed assessment		
Removal of Trent Installation	Physical presence of installation and rig and impacts on other sea users (fishing vessels, cargo vessels, ferries)	• The Trent installation’s 500m safety zone is well established and is marked on the navigation charts so that other sea users know to avoid the area. • The following standard mitigations will also be established: ◦ A Vessel Traffic Survey and Collision Risk Assessment will be prepared to determine the current collision risk.

		- o A Consent to Locate will be obtained before the deployment of the HLV/JUB. - o Regular vessels will be informed of the planned deployment for the HLV/JUB, and the activity will be reported to the Kingfisher Bulletin. - o An Aids to Navigation will be active on the Decommissioning Units, and the emergency response and rescue vessel (ERRV) present on site will monitor vessel movements. - o Vessels will ensure adherence to International Regulations for the Prevention of Collisions at Sea to prevent potential collisions.
	Removal of Potential Seabird Nesting Habitat	• The physical presence of the installation may provide a potential nesting habitat for seabirds which forage in the Southern North Sea. This potential nesting habitat will subsequently be removed upon removal of the installation. • Seabird nesting surveys of Trent were undertaken in 2023, 2024 and 2025 and found that there were no nesting seabirds present (see Appendices) [Ref. 4, Ref. 5, Ref. 6]. • Annual nesting bird surveys should continue to be carried out to confirm the trend of no birds nesting on the platform.
	Vessel transit through the Greater Wash SPA and Outer Thames Estuary SPA	• The ERRV and supply vessels generally operate out of Lowestoft and Great Yarmouth Ports and will pass through small sections of the Greater Wash and Outer Thames Estuary SPAs when transiting to Trent. • Vessels passing through the SPAs from November to March may disturb overwintering seabirds in the area. • To ensure minimal disturbance of overwintering seabirds: - o Established shipping routes through the SPAs will be followed. - o Direct transit routes will be maintained by the vessels. - o Over-revving of engines will be avoided where possible. - o Vessel crew will be briefed on the purpose and implications of vessel management practices within the Greater Wash and Outer Thames Estuary SPAs.

	Seabed disturbance from the positioning of the JUB, cutting and removal of the jacket structure	• A site-specific benthic habitat and chemical survey was carried out in 2024. The survey did not identify any protected habitats or species within the 500m survey zone. • The chemical analysis of the marine sediment within the Trent survey area indicated that generally, the hydrocarbon and heavy metals concentrations are within background levels for the North Sea. • Outlined below is a summary of the general considerations for positioning of the HLV/JUB: ○ The resuspension of sediments resulting from the HLV/JUB positioning and the removal of the jacket structure will be minor in the context of the background turbidity. Sediment plumes will be extremely short-lived, given the strong tidal currents in the area. ○ There is potential for benthic abrasion and smothering by anchors and spudcans during the JUB rig move and positioning. However, disturbance is limited to the approach, anchoring and leg positioning of the supporting jack-up rigs and barges. Furthermore, there are no protected benthic habitats present within the 500m zone. ○ Rig move procedures will be developed utilising information from subsea surveys/site-specific assessments.
	Operational discharges to sea (JUB deck drainage waters)	• Any potential residual hydrocarbon and chemical discharges that may escape to sea from the HLV/JUB are expected to be minimal and will be considered under the individual permit consent applications for the decommissioning activities: ○ Deck waters discharged will have an oil discharge permit and chemical permit issued by OPRED in place before operations. ○ Bilge oily water and sewage discharges from the HLV/JUB and supply vessels are controlled under MARPOL rules.
	Underwater noise from vessel uses and underwater cutting	• Effective operational planning will minimise vessel time in the area. • Underwater cutting is not considered a risk to marine mammals. • Other noisy activities, such as rig activities, cutting topside and bridges, and helicopter flights, occur outside of the water column and are considered not to have an auditory impact on marine mammals.

	Waste generation from vessels and installation removal activities	• All waste generated from decommissioning activities will be limited to the installation removal and vessel-derived waste from the HLV/JUB. • The generated waste will be handled and recovered or disposed of in line with existing waste management legislation, following the principles of the waste hierarchy. • Raw materials will be returned to shore with the expectation to recycle most of the returned non-hazardous material. Other non-hazardous waste which cannot be reused or recycled will be disposed of as energy from waste and/or at a landfill site. • Hazardous waste will be disposed of in accordance with established waste legislation. • Only licensed contractors will be used for waste handling and treatment/disposal.
	Atmospheric emissions from vessel use	• The emissions generated from the Trent installation removal campaign will be minimal in terms of the overall carbon footprint of the UKCS oil and gas activity and the UK national carbon budget. • Best practices will be employed to minimise this carbon footprint, including: - o Optimising the logistical planning of vessels; and - o Operating effective environmental management systems to minimise emissions.
	Accidental release to sea of hydrocarbons	• There is one identified potential source of an accidental release of hydrocarbons to sea, namely a diesel spill during bunkering. Due to the low volumes of hydrocarbons that could be released, there is no potential for a Major Environmental Incident to occur. • A Temporary Operations Oil Discharge Emergency Plan will be prepared and approved by OPRED before the commencement of the decommissioning activity. • A bunkering procedure will be in place to control the process to limit the potential for diesel release during bunkering.

5. INTERESTED PARTY CONSULTATIONS

Consultations Summary:

Table 5.1: Summary of Stakeholder Comments		
Who	Comment	Response
Informal Stakeholder Consultations		
Health and Safety Executive		
OPRED Environmental Management Team		
Environment Agency		
Maritime and Coastguard Agency		
Marine Management Organisation		
UK Hydrographic Office		
Trinity House		
Public		
Statutory Consultations		
National Federation of Fishermen's Organisations (NFFO)		
Scottish Fishermen's Federation (SFF)		
Northern Ireland Fish Producers' Organisation (NIFPO)		
Global Marine Group		
North Sea Transition Authority	Perenco UK Limited has consulted with NSTA under S29(2A) of the Petroleum Act.	



6. PROGRAMME MANAGEMENT

6.1 Project Management and Verification

A Perenco Project Management team will manage the operations of competent contractors selected for all decommissioning activities. The team will ensure the decommissioning is executed safely, in accordance with legislation and Perenco Policies and Principles.

Perenco's standard procedures for operational control, hazard identification and management will be used. Where possible, the work will be coordinated with other decommissioning operations in the SNS. Perenco will monitor and track the process of consent and the consultations required as part of this process.

6.2 Post-Decommissioning Debris Clearance and Verification

A post-decommissioning site survey will be carried out around the 500m safety zones of installation sites to identify any debris. Any seabed debris related to offshore oil and gas activities will be recovered for onshore disposal or recycling in line with existing disposal methods.

At TP, the pipeline ends of PL253b, PL1220, and PL1221 will be cut back flush with the existing mattresses to mitigate potential snagging hazards.

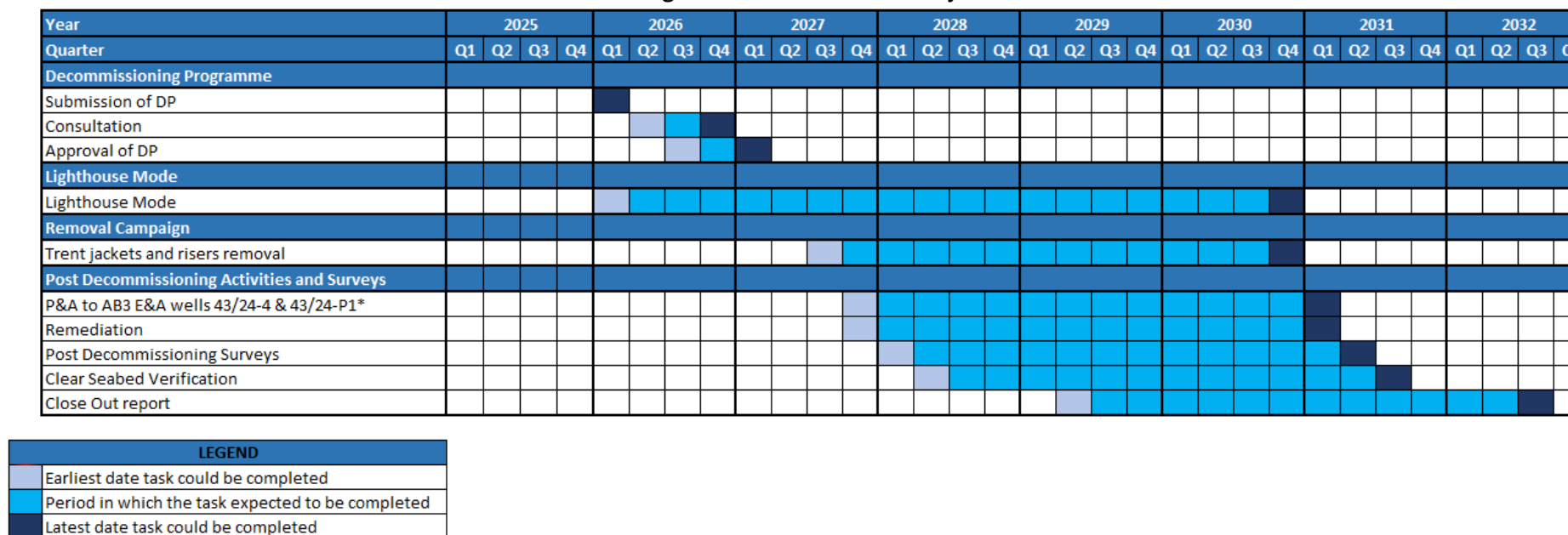
The Kilmar pipeline tie-in spools and associated mattresses within the Trent 500m safety zone will be decommissioned as part of Energean Kilmar DPs [Ref. 2]. At TC, it is intended that 13 exposed or partially exposed mattresses will be recovered to shore. Those covered with rock dump are to be left in situ. It is also intended to remove the pipelines underneath each recovered mattress. A single mattress may remain to prevent a snagging hazard if the cut ends of PL2162 and PL2163 are exposed and not easily covered by the existing rock dump in the 500m safety zone. The mattress will be moved, the pipelines cut, and then the mattress replaced over the cut end. Any remaining mat will be flush with seabed and overtrawlable. If the mattress is not used it will be recovered to shore. In the event of practical difficulties during the removal execution, OPRED will be consulted, and an alternative method of decommissioning will be examined [Ref. 2].

Independent verification of the seabed state will be obtained at the installation sites. This will be followed by a statement of clearance to all relevant governmental departments and non-governmental organisations.

Any objects dropped during the removal preparations will be notified to OPRED via the PON2 process. Their subsequent recovery will be reported via the PON2 and DP Progress Reporting processes.

6.3 Schedule

Figure 6.1: Gantt Chart of Project Plan



*E&A wells 43/24-4 and 43/24-P1 are in the template, covered with trash caps. These can only be fully abandoned after jacket removal.

6.4 Costs

The decommissioning costs detailed within this document have been provided to OPRED separately.

6.5 Close Out

In accordance with the OPRED Guidelines, a close-out report will be submitted to OPRED within one year of the completion of the offshore decommissioning scope, including debris clearance, verification of seabed clearance and the first post-decommissioning environmental survey. The report will detail the outcomes of surveys as well as explain any major variances from the programme.

6.6 Post-Decommissioning Monitoring and Evaluation

A post-decommissioning environmental seabed survey, centred around sites of the wellheads and installations, will be carried out. The survey will focus on chemical and physical disturbances of the decommissioning and will be compared with the pre-decommissioning survey. Results of this survey will be available once the work is complete, with a copy forwarded to OPRED. After the surveys have been sent to OPRED and reviewed, a risk-based post-monitoring survey regime will be agreed upon by both parties. Typically, a minimum of two post-decommissioning environmental surveys is expected.

7. SUPPORTING DOCUMENTS

Table 7.1: Supporting Documents	
Document Number	Title
1	Perenco (2025) Trent 43/24a Topsides and Riser Sections Decommissioning Programmes
2	Energiean (2025) Kilmar Decommissioning Programmes
3	Petrodec (2026), Trent Jackets and Risers Environmental Appraisal
4	RSK Biocensus (2023), Perenco Assets – Ornithological Assessment – July 2023
5	Xodus Group (2024), Ornithological Support Perenco Asset Survey
6	Xodus Group (2025), Ornithological Surveys & Support - Perenco Asset Survey



8. S29 HOLDERS LETTERS OF SUPPORT

9. APPENDICES

Appendix A – Extracts from Perenco Assets Ornithological Assessment 2023

Asset/ aspect	Kittiwake results			Other observations
	Occupied nests	Trace nests	Birds recorded on platform	
Trent	0	0	28	On water below MOAB: 22x kittiwake, 2x guillemot Roosting on MOAB: 28x kittiwake, 14x great black-backed gull, 6x herring gull
N	0	0	28	
E	0	0		
S	0	0		
W	0	0		
MOAB	0	0		



Photograph 1. Kittiwakes roosting on Trent MOAB.



Photograph 2. Kittiwakes roosting on Trent MOAB.



Photograph 3. Trent platform.

Appendix B – Extract of Ornithological Support Perenco Asset Survey 2024



Boat Survey Date – 26/05/2024, Boat: Putford Jaguar

Observer Position: Bridge Deck for 500m survey. Visibility: Very good.

Remarks: Data was collated during favourable conditions and completed in a day.

Summary: No nesting birds were observed during the vantage point surveys conducted at Trent. It is unlikely that there will be any successful nesting activity initiated during the 2024 breeding season.

ASPECT	AON	PNL	EVIDENCE OF BIRD ACTIVITY	SPECIES RECORDED
North Face	-	-	-	-
East Face	-	-	-	-
South Face	-	-	-	-
West Face	-	-	-	-
Undersides/Cellar Deck	-	-	-	Herring Gull (10, imm.)
Topsides	-	-	-	-
Derrick, Cranes	-	-	-	-
Flare Booms	-	-	-	-
Vicinity - 500 m zone	N/A	N/A	-	Gannet (3), Razorbill (3)

Appendix C – Extract of Ornithological Support Perenco Asset Survey 2025



Survey Date: 22/05/2025. Boat: Esvagt Christina. Visibility: Very good.

Observer Position: Bridge Deck for 500m survey.

Remarks: Data was collated during favourable conditions and completed in a day.

Summary: No nesting birds were observed during the vantage point survey conducted at Trent. It is unlikely that there will be any successful nesting activity initiated during the 2025 breeding season.

ASPECT	AON	EVIDENCE OF BIRD ACTIVITY	SPECIES RECORDED
North Face	-	-	-
East Face	-	-	-
South Face	-	-	-
West Face	-	-	-
Undersides/Cellar Deck	-	-	-
Topsides	-	-	-
Derrick, Cranes	-	-	-
Flare Booms	-	-	-
Vicinity - 500 m zone	N/A	-	Razorbill (3), guillemot (1), gannet (3), fulmar (5)