TOTAL E&P UK PLC

FACT SHEET No. 2
MCP-01 Decommissioning Recommendations

TOTAL E&P UK PLC is preparing to decommission the concrete gravity base platform MCP-01. Finding the best disposal arrangements for the platform, which balances environmental, social, technical safety, risk to personnel and economic aspects is very important to the company.

The purpose of the Fact Sheet No. 2 is to summarise the recommendations, and their rationale, for the decommissioning of MCP-01. Further detailed information can be found in the full MCP-01 Decommissioning Programme at www.uk.total.com/activities/EP_SF-MCP01Platform.html Details on whom to contact for further information can be found at the end of this Fact Sheet.

The decommissioning recommendations now subject to statutory public consultation, are based on robust evaluation principles and are in accordance with national and international legislation and conventions.

The UK and Norwegian authorities have agreed to a joint approach to the decommissioning of MCP-01 under the provision of the Frigg Treaty.

MCP-01 has never been used for storage of oil, neither has drilling activity taken place on the platform.

Evaluation Principles:

Each disposal alternative has passed through an evaluation process so that the risks are systematically evaluated and compared. The evaluation criteria cover the key aspects of decommissioning and are based on generally accepted measures and norms of:

- Technical feasibility
- Risk to personnel
- Environmental impact assessment
- Cost

Stakeholder Consultation

In addition to the risk assessment studies carried out for each of the above criteria, stakeholders have been invited to participate in the process of evaluation to ensure that their views and opinions are taken into account. Meetings with stakeholders have been particularly helpful when trying to balance conflicting, or alternative factors, to develop the decommissioning recommendations put forward to the regulators.

Reuse

An important factor in the evaluation of all the decommissioning alternatives for MCP-01 has been the potential reuse of all, or parts, of the structure in accordance with the “waste hierarchy” which values reuse above recycling and disposal onshore above disposal at sea. Reuse of the facility at its current location is judged to be uneconomical as well as presenting some significant technical uncertainties.

RECOMMENDATION FOR TOPSIDE FACILITIES

In accordance with the UK and Norwegian legislation and OSPAR Decision 98/3, the complete removal of the topsides has been the only decommissioning option considered. The topsides will be removed using conventional offshore methods of working. Work will also be integrated with the Frigg Field decommissioning project from which significant synergy effects are expected.

Recommendation:

The topside facilities on MCP-01 should be removed and brought to shore for disposal. Once onshore, as much of the topside equipment and materials as possible will be reused or recycled.

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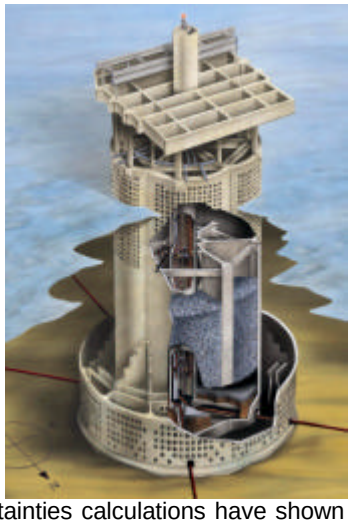
RECOMMENDATION FOR CONCRETE SUBSTRUCTURE

Comparative assessments have been carried out for all the available alternatives to determine the best disposal arrangements which take into account technical, safety, environmental, cost and social considerations. In accordance with UK and Norwegian legislation and OSPAR Decision 98/3, the complete removal of the concrete substructure has been the first option considered. The table below summarises the various alternatives considered in the comparatives assessments.

Alternative A	Alternative B	Alternative C	Alternative D
Re-float, tow to shore, demolish and dispose on-shore.	Remove external and internal steelwork, re-float and dispose at a deep-water location.	Remove internal and external steelwork and cut down sub-structure to provide a clear draft of 55m.	Leave in place, removing as much external steelwork as reasonably practicable.



Technical Feasibility

The assessment has shown that a successful refloat and removal of the concrete substructure (Alternative A) would be very problematical with a number of inherent uncertainties. Severe structural damage is virtually certain to occur if all of the offshore operations are not completed in one summer season. It is the weather dependant operations in particular which are critical: the removal of sand ballast from inside the platform and the installation of cofferdam shields to block the 1,282 breakwater holes (six steel sheets each weighing 250 tonnes) followed by the refloat in the same summer season. Leaks could appear in the cofferdams, or in the substructure itself, and these cannot be tested before the actual refloat operation commences. It would be difficult to then repair those leaks before the summer season was over and attempt a second refloat. Given the technical uncertainties calculations have shown that the probability of not succeeding is in the order of 60%, some 600 times higher than the established acceptance criteria.

For Alternative C, calculations have shown that there is a 66% chance of failing to carry out the planned activities. The uncertainties are particularly related to the cutting methods and the instability of partially cut structural members.

Risk to Personnel

The risk to personnel associated with Alternative A is much the same as for Alternative C. The probability of a fatality rises to around 50% because of the need for diver assistance. For Alternative B, the corresponding risk is about 19%. By far lowest risk to personnel is Alternative D, with less than 1% probability of a fatality occurring.

The consequences of remedial works to rectify a major accident have been shown to be particularly severe, especially for personnel. The corrective operations which would then have to be undertaken, would only add to the hazardous nature of the operation as considerable amounts of diving would then be required.

Environmental Impact Assessment

The environmental impact assessment carried out by Det Norske Veritas concludes that Alternative D represents the best environmental option from a total environmental perspective.

Cost

The costs associated with Alternatives A, B and C are significantly higher than those for Alternative D.

Stakeholders views

During the consultation phase to date some stakeholders have voiced their preference for Alternative A. However, if it could be documented that full removal is technically unfeasible or inherently unsafe, then Alternative D would be preferable to Alternatives B and C since the option for full removal should new technology become available in the future is maintained.

Recommendation:

Alternative D - The concrete substructure should be suitably marked and left in place after the removal of the external steelwork. As much of the equipment and materials removed as practicable will be reused or recycled.

Further information:

The MCP-01 Decommissioning Programme is available on request via E-mail at: mcp-01.total@total.com
You can also visit the MCP-01 web site: www.uk.total.com/activities/EP_SF-MCP01Platform.html
Or you can contact: Andrew Hogg or Erik Hjelde, TOTAL E&P UK PLC – tel: +44 (0)1224 297000 or e-mail: mcp-01.total@total.com