

The background is a solid blue gradient. It features several thin, white, concentric circles of varying radii. Four colored dots are placed on these circles: a yellow dot at the top right, a blue dot on the left, a pink dot at the bottom right, and a light blue dot at the top left.

Decommissioning Asset Integrity Partner



LIFECYCLE PARTNER

“Practical experiences of Ageing Assets and Decommissioning”

Duncan Hart

The logo for STORK, featuring the word "STORK" in a bold, white, sans-serif font inside a white rounded rectangular box. The background of the slide is a solid blue color with decorative white curved lines and a yellow dot.

DECOMMISSIONING

Our Experience

Stork is a leading provider of integrated decommissioning support services to the offshore oil and gas industry.

We partner with Operators throughout the three decommissioning phases, from preparing to cease production to process and utilities separation, specialist cleaning and decontamination to disconnection, removal and disposal.



SAFETY IS OUR CORE VALUE

REACH Beyond Zero is our vision to activate everyone to REACH further, to think and do more to improve our HSEQ culture and performance.

As an organisation we REACH Beyond Zero by functioning as one team, with shared values driving action to transform our HSEQ culture and performance.

The REACH Beyond Zero vision is our catalyst to impact thinking, provide direction and to stimulate action for positive and lasting change at Stork. REACH Beyond Zero provides a communication platform to strengthen our HSEQ culture, connecting all activities to raise visibility, add value and drive continual improvement at all levels.

Our innovative programme, REACH Beyond Zero adds value for our clients by:

- 1 Engaging with and positively impacting their HSEQ culture
- 2 Improving HSEQ performance on their assets
- 3 Transparent HSEQ reporting
- 4 Enhancing communication through sharing information, lessons learned, best practices and alerts
- 5 Leading topical debate, discussion and knowledge-sharing

For more information visit the Stork website:
www.stork.com/reachsafety

The logo consists of four horizontal bars in purple, orange, green, and blue, stacked vertically. To the right of these bars, the word "REACH" is written in a bold, black, sans-serif font, and "BEYOND ZERO" is written below it in a blue, sans-serif font.

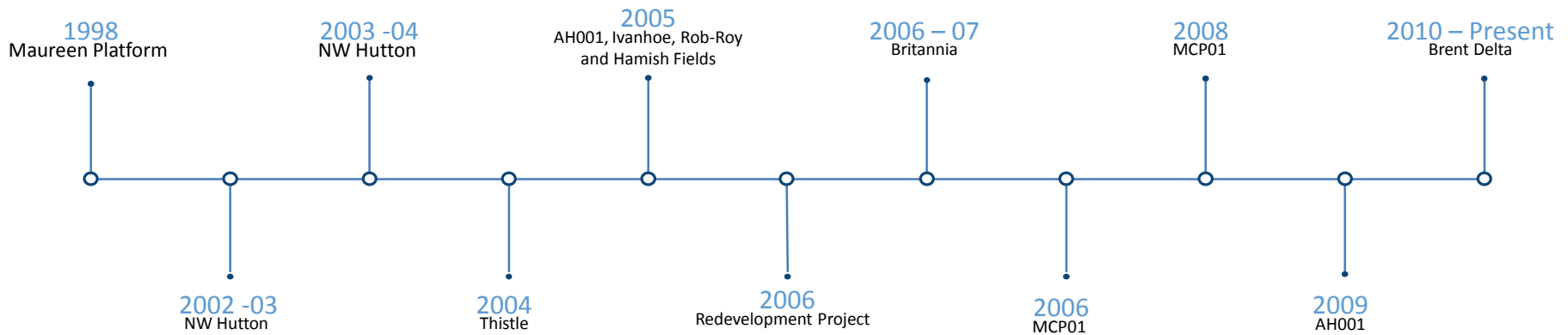
REACH
BEYOND ZERO

DECOMMISSIONING TRACK RECORD

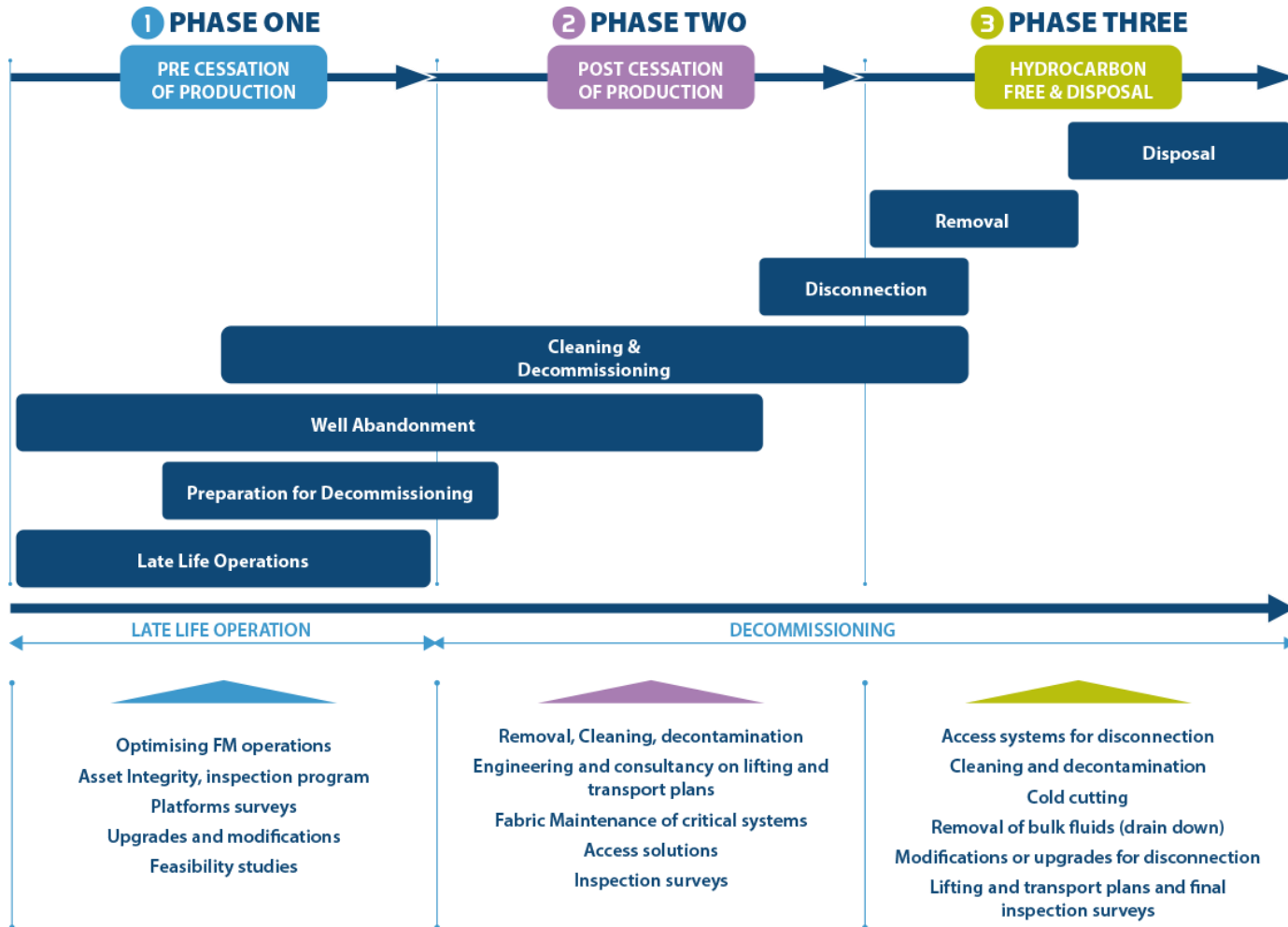
Highlights

Brent Delta, Maureen, NW Hutton, Thistle, Valhall, Britannia, MCP01, AH001, Ivanhoe, Rob-Roy and Hamish

Specialist Cleaning & Support | Fabric Maintenance | Decommissioning Studies
De-activation Cleaning Studies | Cessation Projects | Infrastructure Removal | Inspection



THE DECOMMISSIONING TIME LINE



DECOMMISSIONING MINDSET

Focus Areas

We need to think differently about delivering cost effective and predictable decommissioning projects



The closer we work together the more effective we are

Collaboration



Tax payer is paying and there is no production revenue

Budgets



Gains in the critical path have a significant impact. Flexible and agile planning crucial

Time



Safety risks – non operational
Do the same performance standards apply?

Quality



Planning, multi-skilled teams, execution and how we approach workscopes.

Flexibility



In process and technology. We need to do things differently to achieve the same outcome

Innovation

CASE STUDY ONE

Brent Delta

THE CHALLENGE

Stork's knowledge and experience of decommissioning and insight into North Sea assets provides the right mindset for complex projects

- Platform commissioned in 1970's
- Stork was involved in the hook up and now is in the decommissioning
- Brent Delta is a single lift decommissioning project
- Challenges faced include 30 + years of operations, the need to retrofit lifting points, re-enforce structure and removal of obstructions for lifting
- Maintaining a strong focus on safety, a key element driving project delivery

ALL whilst maintaining the integrity of the platform for personnel working on board

CASE STUDY TWO

Brent Delta

COATINGS

Result

Reduction in time spent coating with multi-skilled teams, reducing POB and delivering cost efficiencies

- Platform integrity still needs to be maintained during decommissioning
- Coating specifications challenged due to the known end of platform life and restricted POB. A decommissioning standard was then agreed with the client
- A two-coat solution (primer and top coat) with reduced surface preparation was implemented
- Coating systems no longer required to last 15-25 years but circa 5 years
- Non-operational platform that is hydrocarbon free

CASE STUDY THREE

Brent Delta

UNDERDECK SCAFFOLDING

Result

Workscope finished on time and on budget, ensuring critical path was not delayed and workscopes could proceed to plan

- Single lift vessel (SLV) points are located underdeck and significant steelwork, HVAC and pipework needed to be removed
- Surface preparation prior to hot work to remove historical toxic coatings
- Restricted weather window and POB meant scaffold crews were minimised and changes had to be made to the workscope
- Use of aluminium scaffold, alloy beams and system steps allowed for safe, quick installation (45 mins) to meet targets

CASE STUDY FOUR

Brent Delta

FLARE TOWER GRATINGS

Result

Work completed in 3 days rather than 10 days

- Flare tower gratings to be removed due to a MCDR raised with a Dropped Object potential. Due to COP, it was no longer a requirement for the platform to remain at the flare tip
- Project team closely managed location, logistics, drop zone exclusion and weather window during engineering and planning
- Project Management on and offshore was critical
- Plan was flexible to optimise removal and working procedures challenged to take into account the non-operational platform and increased exclusion zone

DECOMMISSIONING IN SUMMARY

The platform is no longer operational and the reservoir is hydrocarbon free

Procedures and norms for an operational platform may no longer apply, therefore it is important to challenge the norm and think differently

The earlier you involve key partners the better

Optimisation planning and mitigation of risk to help drive predictability of delivery

No production revenue

Focus is now on mitigating potential risks, maintaining outstanding HSEQ work performance and driving significant cost savings for all worksopes

Controlling cost is critical

An option which initially looks expensive may provide greater savings in terms of time, reduced POB and delivery. Management of change is essential

Innovation is key

The most advanced cutting, cleaning, inspection and access solutions throughout the decommissioning process can deliver greater results (e.g. ERBAS and Cyberhawk). Consider how innovative thinking will deliver results

Decommissioning needs to be a partnership/collaboration

Shell, Wood Group and Stork project teams are all in the same office improving communication, building a strong team ethic and ensuring teamwork is at the heart of the project

FINAL THOUGHT



STORK