**Key Issues:**
The infrastructure to be decommissioned crosses the UK/Norway median line. The scope of work for this Environmental Impact Assessment (EIA) included the infrastructure within the United Kingdom Continental Shelf (UKCS) only, this included a relatively small length of export pipeline and umbilical. The key challenges associated with this work scope were ensuring that the assessment was applicable to the scale of the work and secondly that the EIA accounted for transboundary impacts appropriately.

**Purpose of the project:**
Repsol Norge (Repsol) are planning to decommission the Rev field on the Norwegian Continental Shelf (NCS). Part of the infrastructure crosses into the UKCS (a short length of export pipeline and umbilical). In 2017 Xodus Group Ltd undertook a streamlined EIA to assess potential impacts on the environment associated with the proposed Rev UKCS Decommissioning Project.

**Description of the project:**
The Rev field is located in, Block 15/12 on the NCS, in the CNS approximately 221 km from the Aberdeenshire coast. The export pipeline and umbilical cross over into the UKCS and tie in to the Armada platform (UKCS Block 22/05). In 2012 reservoir pressure at the Rev field began to decrease and the field now only produces intermittently. Based on the periodic nature of production of the Rev Field, the rights holders (Repsol Norge AS and Petoro AS) are planning to cease production of the field by 31st March 2020 and decommission the field.
Lessons learnt:

The scope of work was small, including the export pipeline and umbilical only (no topside structures). With this in mind a streamlined ES was produced with the aim of focussing on impacts which were considered the most important. As part of this process the environmental baseline was kept more succinct than if a full all-encompassing ES was being produced. The ability to highlight the relevant and important features of the Project which had the ability to cause impact helped to keep the process efficient and focussed. Likewise assessing the environmental baseline to only present and focus on those features deemed to be at risk of impact helped to ensure the ES remained streamlined and the key messages were clear.

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Lessons learnt continued:

In order to accurately assess impacts such as seabed disturbance and atmospheric emissions it was crucial to have the correct pipeline/umbilical lengths and inventory of the infrastructure being decommissioned. On a number of occasions slight changes to the inventory had knock on effects in terms of reassessment. Where possible it is beneficial to ensure the final parameters are known ahead of undertaking the impact assessment, although it is understood that this is not always possible as work scopes can change.

Despite the proximity of the Project to the UK/Norway median line, the small scale of the Project meant that no significant transboundary impacts were predicted. It was also interesting to experience a Project which in its entirety has elements on both sides of the median line, this meant the client was working with regulators in both the UK and Norway and had to understand the differences between the regulatory requirements for the two countries. In support of this Xodus had to ensure that UK requirements were met as part of the EIA.

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