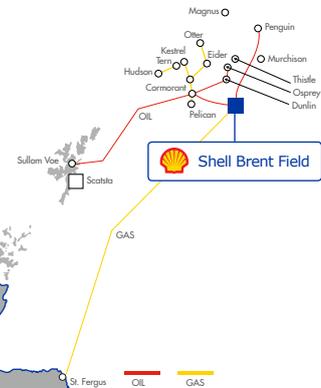


1. INTRODUCTION

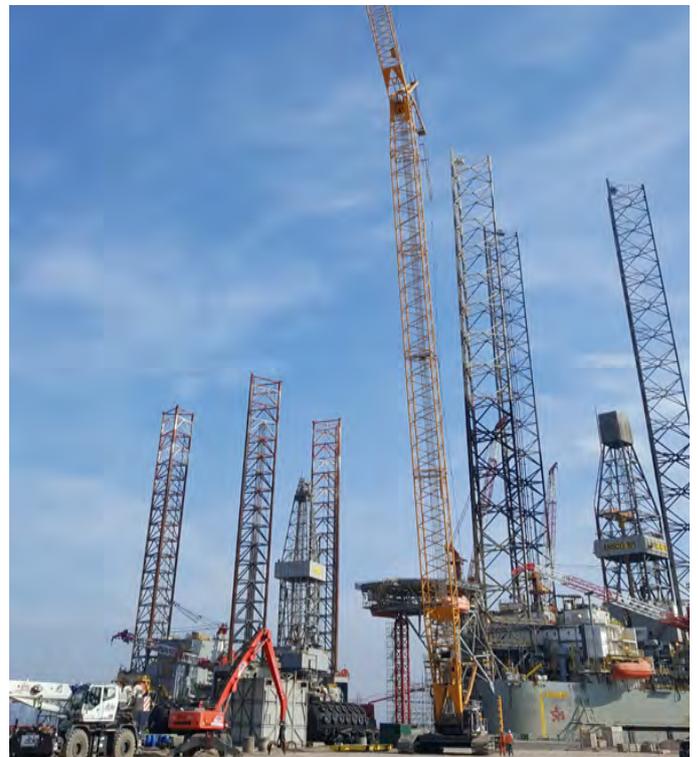
- 1.1 ABLE is a multi-skilled and versatile organisation offering a wide range of specialist skills for demolition, dismantling, reclamation and regeneration projects.
- 1.2 ABLE employs conventional, specialist and proprietary methods.
- 1.3 The privately owned ABLE Group has shareholders funds of £458m and significant cash reserves
- 1.4 Over the last 5 years the Group has invested over £100m across a range of projects most particularly at facilities on both the Humber and the Tees.
- 1.5 With over 50 years of experience, ABLE has applied its considerable knowledge and experience across the complete spectrum of demolition and dismantling activities.
- 1.6 Works have included, reclamation, recycling and regeneration projects involving cooling towers, chimneys, power stations, gas works, petrochemical plants, oil and gas installations, tank farm storage facilities, offshore and marine structures (including ships). Many have included asbestos removal, urban demolition and the reclamation of contaminated land.
- 1.7 ABLE executes the works under the strictest safety and environmental quality controls whilst at the same time recognising the needs of both the speed and efficiency of operations. These key mutually inclusive aspects are the key criteria in the success of every project, ensuring that work is undertaken in a planned, safe and efficient manner and to guaranteed completion dates.
- 1.8 ABLE's experienced management team of professional engineers and designers use advanced bespoke technology to produce accurate detailed support information for all areas of a project.
- 1.9 The ABLE Group as a whole is also engaged in a range of other activities including land and property development, ports and logistics and within the oil and gas (upgrading mobile rigs) and offshore wind (deployment port) sectors.



ABLE Seaton Port, North East Coast, UK

2. MARINE DECOMMISSIONING

- 2.1 ABLE is the established UK market leader in the receiving, load-in and onshore decommissioning and disposal of offshore oil and gas structures.
- 2.2 Since 1985, over 80 offshore structures have been received from major offshore operators, with the majority of the structures being received at Able Seaton Port, Hartlepool, Teesside.
- 2.3 The overall recycling rate achieved across oil and gas and ship recycling projects is >97.5%.
- 2.4 Disposal operations include:
 - 2.4.1 Decontamination
 - 2.4.2 Dismantling
 - 2.4.3 Refurbishment
 - 2.4.4 Resale/Reuse
 - 2.4.5 Waste disposal
- 2.5 The customer base includes:
 - 2.5.1 BHP Hamilton
 - 2.5.2 BP
 - 2.5.3 Conoco Phillips
 - 2.5.4 Diamond Offshore
 - 2.5.5 EnSCO International
 - 2.5.6 Exxon Mobil
 - 2.5.7 GSP (Grup Servicii Petroliere)
 - 2.5.8 Mobil North Sea
 - 2.5.9 NAM BV
 - 2.5.10 Newfield Petroleum
 - 2.5.11 Northern Offshore
 - 2.5.12 Petrofac Oil & Gas
 - 2.5.13 Phillips Petroleum (UK & Norway)
 - 2.5.14 Shell UK
 - 2.5.15 TotalFinaElf Petroleum (Norway)



ABLE LR1300 Crawler Crane at ABLE Seaton Port



BP North West Hutton Jacket SPMT Movement



Module Delivery to ABLE Seaton Port for Decommissioning

3. CASE STUDY - BP NORTH WEST HUTTON DECOMMISSIONING PROJECT

- 3.1 This project was successfully completed in Q1 2011.
- 3.2 The project achieved a recycling rate of 98.2% and included the removal of both asbestos and low specific-activity scale (LSA.)
- 3.3 The c.20,000t Topside structure and the c.10,000t Jacket combined to make this one of the largest offshore decommissioning project to have so far been undertaken.
- 3.4 The Hereema H627 barge (load capacity 52,481 tonne) delivered the largest sections to ASP where components were unloaded by both SPMTs and a 2,500 tonne ringer crane.
- 3.5 The re-cycling was completed on time, on budget and with no lost time accidents.
- 3.6 The former BPNWH Living Quarters have been refurbished and is being used as a mobile accommodation unit at Able Seaton Port providing extensive welfare and office space.
- 3.7 The Module Support Frame of the BPNWH has also been reused and forms part of a new structure that has been used in sea-trials during the commissioning process of the Pioneering Spirit.



BP North West Hutton Topside Arriving at ABLE Seaton Port



BP North West Hutton Module Support Frame



BP North West Hutton Refurbished Living Quarters



Inside BP North West Hutton Refurbished Living Quarters

4. SHELL BRENT DECOMMISSIONING PROJECT

- 4.1 The Decommissioning contract for the Shell Brent field represents a significant milestone for both Shell and ABLE. It features new techniques (specifically the deployment of the Pioneering Spirit, a dynamically positioned vessel for single lift removal of large offshore facilities) and, to date should be seen as the most important project of its type.
- 4.2 To accommodate the arrival of the single piece large-scale elements of the contract a new bespoke quay has been designed and constructed.
- 4.3 The investment in the new Quay 6 and associated developments is £28m and involved over 193,000 man hours (equivalent to 106 jobs over a 1 year period).
- 4.4 Quay 6 comprises:
 - 4.4.1 1,242 piles weighing almost 10,500t equating to 24 miles of steel pipe/pile
 - 4.4.2 An additional 4,500t of steel re-enforcement
 - 4.4.3 40,000m³ of concrete
 - 4.4.4 A surface area of 7,500m²
- 4.5 Quay 6 provides:
 - 4.5.1 A load capacity of 45t/m², which makes the quay one of the strongest in Europe
 - 4.5.2 A line load of c 100t/m on the skid tracks
 - 4.5.3 A full quay length of 120m with 60m at the full load capacity
- 4.6 The investment provides benefits that will extend beyond the Shell Brent project. The new bespoke quay should continue to attract similar projects over the foreseeable future. The facilities are essentially unique, at the very least in UK terms, and place both the area and ABLE in a very strong position to secure on-going business in a field of activity that is set to increase significantly – with potential export opportunities.
- 4.7 The project will:
 - 4.7.1 Achieve a recycling rate > 97%
 - 4.7.2 Re-affirm the ABLE Groups position as market leader with in the sector
 - 4.7.3 Create/safeguard around 50 jobs with associated apprenticeships.
 - 4.7.4 Complete the re-cycling of the Brent Delta Topside within 12 months.



Shell Brent (Delta) Platform to be decommissioned by ABLE



ASP New Quay and Grounding Bed Construction

5. ABLE SEATON PORT (ASP)

- 5.1 ABLE Seaton Port (ASP) extends to 51 hectares (126 acres) and is located in the centre of the UK on the North East Coast near Hartlepool, and is 4.8 nautical miles from the Tees fairway buoy.
- 5.2 The port has some of the strongest quays in Europe which have been constructed particularly to suit the requirements of the oil and gas sector and for specialist project cargo.
- 5.3 ASP has the capacity to handle virtually all offshore vessels with no passing traffic or air draft restrictions.
- 5.4 ASP offers a wide range of facilities including fabrication halls, internal and external storage, significant crane capacity and SPMTs (Self-Propelled Mobile Transporters).
- 5.5 The ASP facility was acquired in 1996 and since that time ABLE has invested considerably (c. £100m). The once thriving Laing's Graythorp Yard has been fully renovated and regenerated to tackle new and emerging challenges and opportunities.
- 5.6 In addition to marine decommissioning activities ASP is extensively engaged in the upgrading and maintenance of operational mobile drilling rigs (both jack-ups and semi-submersibles, handling a wide range of project cargo and is well placed to be operated as an installation port for offshore wind projects.
- 5.7 ASP also has the potential, subject to future demand, to re-establish one of the world's largest dry docks (10ha).
- 5.8 The dry dock was last used to recycle the ships from the American National Defense Reserve Fleet and the French aircraft carrier "Le Clemenceau" when ABLE deployed the latest methods and techniques within the confines of the secure dry dock. ASP is one of only three UK facilities to be approved by the EC under the EU ship recycling regulations.



ABLE Seaton Port is located in its own private haven, meaning vessels do not compete with general river traffic.