

Our Ref AL/CT/E2/P0

18<sup>th</sup> May 2011

**For the attention of DECC – Onshore pipelines division**

Dear Sirs

**Re :Petrochem Carless Ltd**

**Application for a new (4<sup>th</sup>) local pipeline between existing oil refinery and existing tanker berth**

This letter is intended as an introduction to an application under the pipelines act and to provide background information on the existing installation.

Background

Petrochem Carless Ltd (PCL) operates an oil refinery located in Parkeston, Harwich close to the port of Harwich (HIP).

Liquid hydrocarbons are conveyed between the Refinery and ships berthed at the HIP tanker berth via three local pipelines, granted under the Pipelines Act.

The tanker berth is located inside Harwich International Port (HIP) property and the pipelines pass beneath Network Rail sidings and the Network Rail main line serving Harwich.

The pipes are above ground inside the PCL Harwich Refinery and the jetty side of the railway lines.

A number of changes have taken place to the pipes between the Refinery and the tanker berth.

The Refinery was built in 1964 at which time two 200mm diameter carbon steel pipelines (P100 and P101) were in use serving to a general purpose berth at the western end of Parkeston Quay- Berth 4.

In 1978 a third pipeline (P099) constructed from stainless steel was added.

In 1992 a new dedicated tanker jetty was constructed at the west of Parkeston Quay – berth 6, solely for the delivery and collection of liquid hydrocarbons serving the Petrochem Carless Ltd Harwich Refinery and the three local pipelines were diverted to serve the new jetty.

This construction was the subject of an environmental assessment by consultants Posford Duvivier in 1991.

Notification of the revised pipe route was made to the Pipelines Inspectorate in March 1992.

### Current use

The jetty and the three local pipelines remain in regular use for cargoes such as gas condensate, naphtha, white spirit, gas oil and heavier oils.

### Proposal

Petrochem Carless Ltd propose the installation of a fourth liquid hydrocarbon local pipeline.

This pipeline shall be used for the same range of liquid hydrocarbons as at present plus heavy fuel oil and shall be used to transfer bulk liquids between the Harwich Refinery and the tanker jetty – berth 6 located inside Harwich International Port.

The route of the new pipe (P104T) shall be similar to the existing local pipelines, but shall deviate at the rail crossings.

PCL propose the construction of a dedicated pipebridge over the rail siding to the North of the PCL Harwich Refinery.

PCL propose to carry out essential repairs to, and utilise an existing car bridge owned by HIP in order to cross the main rail line serving HIP and Harwich Town.

PCL propose a number of simple pipe trestle to support the local pipeline between the pipe bridge and the car bridge.

The remainder of the proposed pipeline shall follow the existing pipe route.

Drawing 662727/01 rev P2 shows the rail crossings with interconnecting trestles

Drawing 662727/02 rev P2 shows the site plan at 1:1250

Drawing 662727/03 rev P1 shows the site plan at 1:2500 to include the rest of the refinery

## **Pipelines Act Application PL2**

### **1. Name of pipe-line**

P-104-T ( Heavy fuel oil local transfer pipe-line between Refinery and Jetty)

### **2. Owner of pipe-line**

Mr Duncan Stonehouse

Operations Director

Petrochem Carless Ltd

Cedar Court

Guildford Road

Leatherhead

Surrey

KT22 9RX

### **Operator of pipe-line**

Mr Trevor Rogers

Refinery Manager

Petrochem Carless Ltd

Refinery Road

Parkeston

Harwich

Essex

CO12 4SS

### **3. Start point of pipeline**

Petrochem Carless Ltd, Harwich Refinery, Harwich, Essex CO12 4SS

Ordinance Survey Grid Reference TM2232 SE

### **4. End point of pipe line**

Harwich International Port, Tanker Berth Number 6, Harwich, Essex CO12 4SR

Ordinance Survey Grid Reference TM2232 NE

### **5. Length of pipe-line in kms**

1.100 kms from Refinery storage to jetty head including on-site and off-site installation.

Approx 0.5km of the pipe route is located outside the boundaries of the Refinery

### **6. External pipe-line diameter in mms**

Pipe shall be 10inch nominal pipe diameter – 273mm outside diameter

Thermal insulation shall be applied with a total outside diameter of 355mm

### **7. Route ( Ordnance Survey sheets)**

TM2232 SE

### 8. Conveyed fluids

	Naphtha	Condensate	5T	Kerosene	White spirit	HFO
Flammable in air	Yes, R12	Yes, R12	Yes, R12	Yes, R10	Yes, R10	No
Boiling point <5C at 1bara	No	No	No	No	No	No
Gas at >8bar a	No	No	No	No	No	No
Vapour pressure >1.5bara at 20C or operating temp	No	No	No	No	No	No
Toxic or very toxic (CHIP)	Yes, R45/46	Yes, R45	Yes, R46	No	No	Yes, R45
Oxidising (CHIP)	No	No	No	No	No	No
Reacts violently with water (CHIP)	No	No	No	No	No	No

### 9. Local Planning Authority

Tendring District Council

Planning Services

Weeley Essex

CO16 9AJ

Email : [planning.services@tendringdc.gov.uk](mailto:planning.services@tendringdc.gov.uk)

Tel: 01255 686161

## Land ownership

**State whether the grants of any rights in land or consents to road crossings or river works are required; if so, what they are and whether they can be obtained by agreement**

The refinery is built on Network Rail land, leased from GB Rail Freight.

The rail siding immediately to the north of the Refinery is owned by Network Rail, leased to DB Schenker.

The main rail line serving Harwich town is owned by Network Rail

The jetty and tanker berth are operated and located within the boundary of Harwich International Port

**Network Rail** Contact Andrew Middlewick, Operational Portfolio Manager,  
0207-904-4369

GBRail Freight. Contact -David Morgan  
GBRf Terminals Development Manager 07810-635226

DB Schenker Contact - David Bryett,  
Head of Property Management, 0870-140-7022

**Harwich International Port** Contact: Dean Tatum  
HIP Port Engineer 01255 252111

### **Harwich Haven Authority**

Contact: John Brien, Harbour Engineer. 01255-243030.

## **11 Environmental Statement**

PCL do not consider this application to have a significant environmental impact.

The operation is no change from current operations.

The route of the pipeline is the same, other than a slight deviation to enable the new pipe to cross over the railway lines rather than travel beneath.

PCL consider an overground pipe, with its inherent ease of inspection and maintenance, to offer advantages over the current buried pipelines.