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<i>Date</i>	30 January 2019	<i>Email</i>	david.fletcher@hants.gov.uk

Dear Mr Riley

Farnborough Aerodrome – Fuel Pipeline

Further to your letter dated 8 December 2018 addressed to John Coughlan, Chief Executive of Hampshire County Council, I have now had the opportunity to make enquiries of Esso to understand their stance in relation to your suggestion of a spur to the planned fuel pipeline from Fawley to Heathrow.

First of all, your objective of reducing the number of heavy vehicle movements is clearly a logical one, especially given the anticipated growth of business at TAG Farnborough Airport. In fact, TAG Farnborough Airport, through the Chief Executive Brandon O'Reilly, enjoys very positive relationships with both Hampshire County Council and Rushmoor Borough Council, and both authorities have played instrumental roles in assisting the airport in attracting the new Gulfstream facility to the site. And clearly the airport, being dedicated to business aviation, is a major economic asset to both Hampshire and the wider region. The County Council was also a key driver in ensuring the successful delivery of the new Farnborough conference and exhibition centre, to enhance the bi-annual international airshow and of course to attract new conferences, exhibitions and other corporate events to the region.

In response to our enquiries to Esso, we have received a reply from Stuart Pace, External Affairs Lead for the Southampton to London Pipeline Project at Esso Petroleum Company Limited, explaining why they are not planning to install facilities to supply aviation fuel by pipeline into Farnborough Airport as part of the project.

In his reply, Stuart makes a number of key points which I have set out below:

1. Esso are not currently involved with the supply of aviation fuel to Farnborough airport and no fuel is transported from Fawley (or any other Esso facility) to the airport.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

2. Esso's statutory consultation on the replacement pipeline project was held in autumn 2018. Full details on their project proposals, including a preferred route for the replacement pipeline, are available via their project website: www.slpproject.co.uk
3. While Esso's preferred route for the replacement pipeline would come close to Farnborough Airport, a dedicated spur off the replacement pipeline would be needed to supply aviation fuel into the airport itself. A spur would be needed as we are unable to route the replacement pipeline directly into the airport, as we would not be able to traverse Eelmoor Marsh Site of Special Scientific Interest which lies immediately to the south and west of the airport.
4. Esso have estimated that there would be a significant cost for all the facilities needed to supply aviation fuel into the airport via such a spur. These facilities would include;
 - the length of the pipeline spur itself,
 - equipment at the start of the spur to control the flow of aviation fuel into the spur,
 - receipt facilities within the airport to receive pipeline supply at higher flow rates and pressures,
 - metering would be required at both the start and end of the pipeline spur.
5. In addition to these, Esso would also need facilities to undertake inspection of the pipeline. An example of this would be using Pipeline Inspection Gauges (PIGs) which transit through the pipeline, inspecting the walls of the pipeline as it goes. Esso would need a PIG launch station at the start of the pipeline spur and also a PIG receipt station at the airport itself. More details on a pigging station are available on their website: www.slpproject.co.uk
6. While Esso acknowledge that all these would all be technically feasible to install, they would entail significant initial capital outlay and ongoing operating cost for the pipeline spur. Furthermore, their current strategy focuses on supply to and sales of aviation fuel at Heathrow and Gatwick airports.

We recognise that this is, of course, not the response you were seeking, but on reflection Esso appear to have credible reasons to focus on delivering the critical requirement of the replacement pipeline from Fawley to London. Whether your proposal of a spur into TAG Farnborough Airport can be revisited in the future, once the main pipeline is successfully delivered and is operational, remains to be seen.

Irrespective of the above stance by Esso, please remain assured that Hampshire County Council will continue to be supportive of the future success of TAG Farnborough Airport.

Many thanks

Yours sincerely

David Fletcher
Assistant Director, Economic Development