

# FURTHER APPEAL FORM

SECTION 26

SECTION 37

Appeal No: PL 207212

Lodged: 26/5/04

Case Type: 03

O.H. Request Date: \_\_\_\_\_

P.A. Decision Date: 30/4/04

Appellant: Ballinaboy / Leenamore Residents

Address/Agent: c/o Jacinta Healy, Ballinaboy, Barnatra,  
Ballina, Co Mayo

M Cranwell

1. Acknowledge with: BPOI HM

Merge:

- |                                      |                                      |
|--------------------------------------|--------------------------------------|
| (1) psplit <input type="checkbox"/>  | (4) omitdoc <input type="checkbox"/> |
| (2) msplit <input type="checkbox"/>  | (5) overpay <input type="checkbox"/> |
| (3) revplan <input type="checkbox"/> | (6) xmas <input type="checkbox"/>    |

2. Issue appeal to:

(a) P.A: \_\_\_\_\_

(b) Applicant: \_\_\_\_\_

(c) Other: \_\_\_\_\_

3. Return appeal with: \_\_\_\_\_

4. Return to prepare exp.ltr: \_\_\_\_\_

Comments:

Please insert date of cross circulation on control sheet

EO: K Doherty

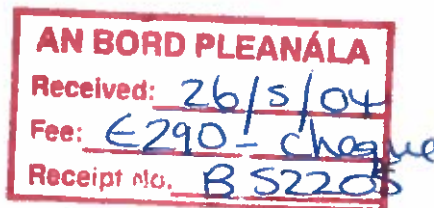
Date: 1/6/04

AA: Ren Cranwell

Date: 3/6/04

The Secretary  
An Bord Pleanála  
64 Marlborough St  
Dublin 1

Ballinaboy/Leenamore Residents  
Ballinaboy  
Barnatra  
Ballina  
Co. Mayo



21-5-04

A chara

Re: Construction of gas terminal and separation of gas at Bellagelly south Ballinaboy Bridge and peat deposition site at Srahmore, Attavally, Bangor Erris Co. Mayo.  
Planning Authority Ref No: P03/3343

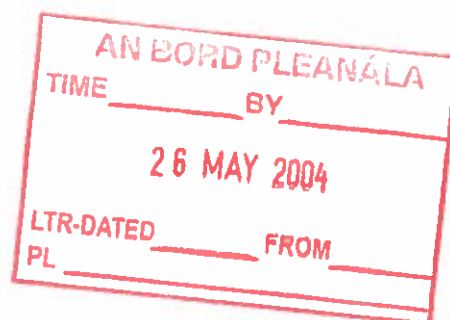
The Ballinaboy/Leenamore residents object to the grant of planning permission by Mayo County Council to the above mentioned.

The reasons for our objection are outlined in the following document.

Also attached is the relevant fee of €200 in respect of this appeal and €90 euro in respect of our request for an Oral hearing. Total fee enclosed €290 euro.  
Also enclosed is acknowledgment letter of our submission to Mayo County Council.

Mise le Meas  
Jacinta Healy

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Submission to : An Bord Pleanála  
Third Party appeal.

Appellants : James Healy, Jacinta Healy, Sinead Healy, Eilisha Healy, James Healy Jnr, Matthew Healy, Seamus Murphy, Breege Murphy, Kevin Murphy, James Murphy, John Healy, Ann Healy, Helen Healy, Irene Healy, Sean Healy, Siobhan Healy, James P Healy, David Healy, Chloe Healy, Margaret Healy, Patrick Healy, Paul Healy, Margaret Ruddy Healy, Ellie Healy, Martin Healy, Maureen Healy, Justin Healy, Martin Healy, Ann Healy, Tom Healy, Antoinette Healy, Ciarian Healy, Roisin Healy, Ronan Healy, Seamus Healy, Mary Kate Healy, Ann Marie Healy, Louise Healy, Martin J Healy, Bernard Sheeran, Ethne Sheeran, Aiden Sheeran, Christopher Sheeran, Brendan Conway, Mary T Conway, Shannon Conway, Bridget Conway, James Flannery, Marie Flannery, Katie Flannery.

Development type and location : Gas Terminal and treatment facility Bellegelly South, Ballinaboy Bridge Ballina, Co Mayo. Peat deposition site Attavally, Bangor Erris Co Mayo.

Planning Authority : Mayo County Council

Planning register Number : P03/3343

The reason for our objections are as follows :

AN BORD PLEANÁLA

TIME \_\_\_\_\_ BY \_\_\_\_\_

26 MAY 2004

LTR-DATED \_\_\_\_\_ FROM \_\_\_\_\_

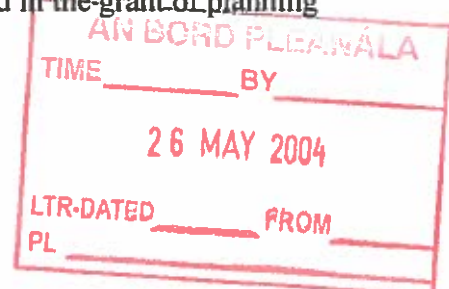
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1. Health and Safety
2. Traffic movement
3. Peat excavation and removal to srahmore site
4. Devaluation of property
5. Noise
6. Odour
7. Visual impact
8. Flora, Fauna Habitat
9. Terrorist Attack
10. Air emissions
11. Mayo County Council conditions
12. Inspectors Moores Report/Inspector David Ball report on previous application
13. Shells reputation

AN BORD PLEANALA	
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1. Health and Safety : Our Health and safety and the health and safety of our children have always been the residents main concern regarding this development. The residents disagree with Mayo County Council's statement in their grant of planning permission that this development would not be prejudicial to public health or would not endanger public safety. From reading the H.S.A. report. The H.S.A. are only taking responsibility for the Establishment, the area within the security fence footprint. What about the area of pipeline outside boundary and the area between Terminal and Terminal boundary? Everyone knows that this is a high risk area from raw gas coming at high pressure and a cocktail of acids going back out in the umbilical all in one trench. This is a huge danger to residents along the pathway of pipeline also to people inside Terminal site and to us the Ballinaboy/Leenamore residents. Pipeline leaks we now know are a normal occurrence from other parts of the world. Who takes responsibility for emissions from those leaks? Is it the E.P.A ? They are not on board yet. Is Shell responsible? Who's protecting our safety here? Who is taking responsibility for the lorries of propane, methanol and Lorries of diesel etc. coming to Terminal site? Who is responsible for the lorries of hazardous waste (N.O.R.M., MERCURY, E.I.S Ref 16-4) leaving Terminal site, For example if there's a lorry of propane parked on site or near gateway and someone is smoking a cigarette and the inevitable happens who is responsible for that? Shell may say there is no smoking permitted on site but people still smoke it could be a passenger in a car going by that throws away the remainder of a cigarette and there is an explosion. Who is responsible for that? What happens should a lorry of hazardous waste crash on our local roads and there's a spillage, our waterways get polluted who cleans up and again who takes responsibility? Are the residents and the general public left at mercy of Shell?
2. Traffic Movement: The idea of 800 heavy commercial vehicle movement and other traffic movement to accommodate pipeline etc. going through our village every day is frightening for the residents and our children. This alone is

putting our safety and the safety of those nearest and dearest to us (our little children) at risk. Imagine if you will the lives we have at the moment simple, easy going, safe. We walk our local road for leisure and exercise, our children cycle and walk those roads with their friends doing the normal things children in a country village do, pick flowers, collect tadpoles, sit on the Ballinaboy bridge, toss pebbles in the river, now imagine one day 800 H.G.V. descends on our village and destroys the normal enjoyable activities of our children. How do we as parents explain to our little one's why they cannot carry on doing what they have always been doing? We believe this will have an affect on our children. Our children will not be safe playing in their own front gardens because of the risk of lorries crashing in on top of them. Lorries already have ended up in the dike on the R314 because of another lorry coming towards it. Are we as parents expected to keep our children indoors during the construction and peat transportation stage of this development? The residents would gladly try to keep their children indoors if we thought our country, county or more importantly our community was going to benefit from this development but we all know this is not the case. The only benefit here is for Shell and it's shareholders and as parents we refuse to spin our children a fairytale of our country, county's, or community gain when we don't believe it to be true. The senior planner for Mayo Co. Co. admits in his report that there is no plan for any town in Mayo to get gas, so why should we be expected to live with major disruption, danger and inconvenience when our county or community is not going to get gas. Shell says there will be a minibus available for residents. We have our own timetable are we now expected to suit the timetable of a minibus driver. Residents will also have major problems entering and exiting their properties with lorries passing by every second. The amount of lorries will have a major impact on people travelling to Mayo General Hospital in Castlebar, as the haulage route is the main route to Castlebar. What happens to a lady in child labour or a person suffering from a heart attack etc. they will be left travelling behind a convoy of lorries from Ballinaboy to Srahmore. Is shell going to come along and fly them to Mayo General? We don't think so! Residents are also concerned about the structure stability of their homes regarding the heavy traffic. At present when just one lorry passes by some residents can feel the foundations of their houses vibrating (its as if the house wobbles) we believe the huge amount of lorries passing by will make this problem a lot worse and could damage our homes. What happens then or who's responsible? The haulage route proposed for transportation of peat to Srahmore was deemed unsuitable in the original application for H.G.V movements. Residents believe that the proposed resurfacing and widening of parts of this route will not make this route any more suitable as it is still built on BOG. Regarding road improvement to facilitate H.G.V, the erecting of barriers and widening of R314 for an area of 40m along Ballinaboy bridge (drawing 2044-1005) my husband and I feel this alteration will cause flooding to our property. This was brought to the attention of M.C.C in our submission on the further information and we feel this was not addressed in the grant of planning permission.



Peat Removal: Disbelief I would say was the first reaction of the Ballinaboy/Leenamore residents when they became aware of Shells proposal to remove and transport the 450,000m cubic meters of peat to the Srahmore site, next came comments like, They're MAD! (Shell) They'll flood the place! That's the end of Carrowmore Lake! There's a lot more than bog going to Shrahmore meaning foreign bodies of all sorts that the residents know are buried on site from a previous experimental lab! The roads will be destroyed! Bord Na Mona sure they are the worst polluters in the place! Look what has happened previously with the surrounding villages at Bellacorrick and Muihin! Drinking water had to be distributed to locals because of pollution from Bord Na Mona activities! Those were the comments. I chatted to a gentleman last week who works part time for Bord Na Mona, he told me there has been occasions when the employees were told to take a machine to clean the river, to keep farmer x, y, and z quite. How is Bord Na Mona going to clean up Carrowmore Lake, should it get polluted from the dumped peat? It will be extremely difficult to keep the whole Erris region quite if their water supply becomes contaminated. I cannot name this man due to obvious reasons.

The Ballinaboy/ Leenamore residents believe their homes will be flooded should this peat be excavated because of previous flooding to their homes from original drainage which occurred on site. There are also serious concerns about landslides regarding this peat excavation. On September 19<sup>th</sup> 2003 the Ballinaboy river broke its banks flooded the R314 at Ballinaboy bridge, flooded a residents home, they had to leave their house. The flood came within 2 ft of my own home, we sat here with two Gardai hoping the flood would subside and we would not have to leave our home, fortunately for us the flood did cease but it was a frightening experience. The residents believe the proposed silt ponds will not contain the flow of water from the peat excavation and their properties and the public road will be flooded.

3. De valuation of properties: Residents know in their hearts and souls that their properties will be devalued. It does not take a genius to figure this out. Anyone with common sense knows that a property that is situated beside a refinery that has an element of risk attached to it decreases the value of that property. Residents visited Bacton and Thedlethorpe terminal sites recently and were told by residents living close by to the terminals that they could not sell their properties because of the facility beside them, others had to drop the asking price for their homes in order to sell. What happens if something goes wrong here and we cant live beside this terminal? And no one wants to buy our properties? The residents are left here stuck in a rut. There's nothing being put in place for our protection here. Regarding this issue the residents can't afford to start from scratch again somewhere else. This alone is a serious concern for the residents.

AN BORD PLEANALA	
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4. Noise: noise associated with the Terminal site during its construction and operation is a general concern for residents. Over the past number of months Shell have been carrying out various site investigations. Noise that was generated from the one or two machines that was used for this work could be heard clearly from residential properties, imagine what it will be like should the construction of this Terminal begin with noise from site and from H.G.V. Regarding the Terminal operation we know from speaking to residents at Bacton and Thedlethorpe that there have been problems and had to make numerous complaints to the company's involved and yes we do realise that both those site's are bigger than the proposed site in our village. Residents also told us that the noise from the flare stack when it is used is very loud and startling and is used more than occasionally. We believe that this will frighten and upset out children and as parents we are left to comfort the tears.
5. Odour: Odourisation of gas is a requirement of Bord Gais so Corrib Gas is going to be odourised with mercaptan which we know is toxic and smells even if the smallest bit is dropped. We know from speaking to residents at inch in Cork that they have to keep their windows and doors shut when the gas is odourised because of the smell. Residents in Bacton told us there have been problems there with smell and the company involved had to install vapour recovery systems on equipment on site.
7. Visual Impact: There's no point in denying the fact that this Terminal should it be built in our village will destroy the landscape .The trees on site cannot screen this Terminal effectively with it's tall structers and masts.This facility will be seen from all roads leading into our village and indeed from our properties and we do not believe otherwise, especially now as the Terminal is two metre's higher than the original application. Residents believe this facility will be obtrusive and is out of context with the surrounding area. There is also the worry of light pollution at night .We are accustomed to our night time sky and believe this should be protected. This facility has to be lit up at night for security reasons .Are we going to see a glare of light at night? Again the residents feel this would be obtrusive.
8. Flora, Fauna Habitat: If planning permission is granted for this Terminal Residents know that a certain amount of Flora, Fauna and habitat will be destroyed to facilitate the construction of the Terminal. We feel sad for this loss because we know these are the things that make our village a wonderful place to live in. We dare not go into any E.U directives regarding this issue or the E.I.S as we know don't have enough knowledge to do so. We believe the board will deal with this on our behalf.

AN BORD PLEANÁLA

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9. **Terrorists Attack :** This might sound crazy to some people but the residents feel that this Terminal with it's pipeline could be a prime target for such an attack and indeed I have mentioned this at the oral hearing on the original application. We believe this concern should be taken seriously and not laughed at.

10. **Air Emissions/Technology:** Residents are aware that the board does not deal with this issue. But this is an issue that foremost in our minds we have clean air and clean water here at present, Should this Terminal be built in our village there will be a certain amount of toxic emissions released into the atmosphere therefore affecting our air quality. This is worrying for families in our village because of elderly residents with chest complaints and for our children who suffer from severe chest and skin complaints. We believe these emissions will make this problem a lot worse .We are told by Shell that the technology within the Terminal for this application is the same as described in the original application. Advice from a consultant tells us that this is not the best available technology and will maximise emissions. Shell refute this and say the opposite .One wonders if the technology was ordered and a deposit payed by E.E.I and when Shell took over E.E.I they decided to still use this technology or else they would be out of pocket. The residents and Shell may argue this point another day at a different venue.

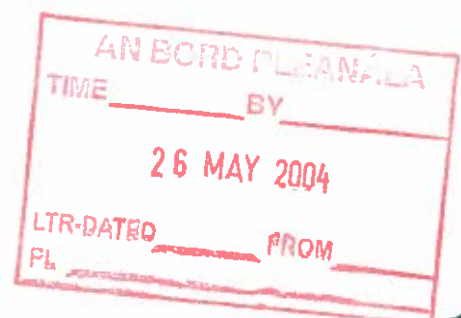
11. **Mayo County Council Conditions:** The conditions the planning Authority attached to the grant of planning permission are mainly beneficial to them selves.

There are no conditions in this grant of planning permission restricting working hours regarding the construction and peat removal phase. Are the residents expected to endure nighttime work including traffic?

Condition no 16: With regard to the project monitoring committee, after speaking to residents who live nearby other Terminals who told us such committees were a waste of time therefore we do not have much confidence in this one.

Condition No 23/24: With regard to rock blasting, there is no rock blasting on site mentioned in the E.I.S but M.C.C imposed two conditions for rock blasting. One wonder's have M.C.C read the E.I.S.

12. **Inspector's report on previous application:** The residents are reminding the board that both Inspector Moore and Inspector Ball believe the site to be totally unsuitable for this development. Residents believe the proposed site is still unsuitable.



13. Shell's Reputation: Taking into account recent media reports regarding Shell's senior executives and their internal cover-ups. Residents are wondering if they can trust Shell. Have Shell told the truth to the planning Authority or indeed to the Irish government regarding this project? We don't know! Does anyone know? Residents are not accusing Shell's local representatives of lying but the carry on within the Shell organization speaks for it's self. The residents are also aware of the Shell/Nigeria issue. We may have them as neighbours, how can we trust them?

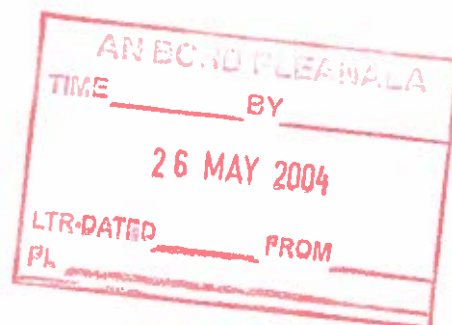
Conclusion: I would say this project so far has had its ups and downs for the Ballinaboy/Leenamore residents and in some ways it has been a nightmare. We have always listened to people's views, We have attended various meetings, endured hostile remarks, criticism and even have unprovoked personal attacks launched on us but the meeting that annoyed the residents most was the meeting in the sports complex Belmullet last July. This meeting was attended by Minister Eamon O Cuiv, Frank Fahey local councillors business people etc. on that night we were asked by O Cuiv to try and find it in our hearts not to object to this application, one wonders what O Cuiv's and Fahey's agenda is in this? It has been said 800 people from Erris supported the project on that night all of those people were not from the Erris region alone. The majority probably was and a lot of those had something to gain (business people). I take this opportunity to state that the Ballinaboy/Leenamore residents support the Corrib Gas coming on shore clean, we oppose the Terminal being built on our doorsteps. We have no objection to people in our area gaining from this project and would hope that if planning permission is granted our community would gain the most. I can honestly say right at this moment our main concern is for our own and our children's health and safety, selfish as this might sound to some people it happens to be true and it's what's in our hearts and minds that's making us appeal the decision of M.C.C to the board.

Amidst all the controversy, wealth and greed regarding this project, there are real people's lives affected here **our's** and **our childrens**. We trust the board will take this into account and the concerns outlined in this submission and refuse planning permission for the Ballinaboy Bridge gas Terminal. The residents request an oral hearing fee enclosed. Also enclosed media reports which add to residents concerns.

Mise le meas  
Jacinta Healy

*Jacinta Healy*

on behalf of the Ballinaboy/Leenamore residents

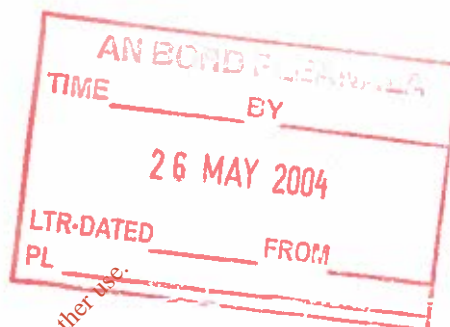


**Mayo County Council  
Aras An Chontae  
Castlebar**

**Ref No.: P03/3343**

**28/01/2004**

**Ms Jacinta Healy & Others  
Ballinaboy  
Barnatra  
Co. Mayo**



**A Chara**

I wish to acknowledge receipt of submission received from you on 28/01/2004 in connection with planning application by **SHELL E & P IRELAND LIMITED** for **CONSTRUCT GAS TERMINAL FOR THE RECEPTION AND SERAPATION OF GAS FROM THE CORRIB GAS FIELD, AND FOR A PEAT DEPOSITION SITE, RESPECTIVELY. THE DEVELOPMENT WILL CONSIST OF THE CONCURRENT DEVELOPMENT OF TWO SITES LOCATED 11 KILOMETRES APART, APPROXIMATELY, AND IDENTIFIED AS THE SITE OF THE GAS TERMINAL FOR THE RECEPTION AND SEPARATION OF GAS FROM THE CORRIB GAS FIELD IN THE TOWNLAND OF BELLAGELLY SOUTH AND THE SITE OF THE PEAT DEPOSITION SITE IN THE TOWNLANDS OF SRAHMORE AND ATTAVALLY, BANGOR ERRIS. THE DEVELOPMENT AT THE BELLAGELLY SOUTH SITE WILL CONSIST OF: A GAS TERMINAL FOR THE RECEPTION AND SEPARATION OF GAS INCLUDING PLANT AND EQUIPMENT; PROVISION OF 4,935 SQ M (GROSS FLOOR AREA), APPROXIMATELY, OF BUILDINGS; ACCESS ROADS; 40 NO. CAR PARKING SPACES; AND ANCILLARY DEVELOPMENTS, OF WHICH 13 HA, APPROX, WILL BE DEVELOPED INRESPECT OF THE GAS TERMINAL'S FOOTPRINT. THE PROPOSED DEV. WILL OF THE BELLAGELLY SOUTH SITE WILL ALSO CONSIST OF; THE EXCAVATION AND REMOVAL OF 450,000 CUBIC M at BELLAGELLY SOUTH SRAHMORE ATTAVALLY.**

The matters referred to by you will be taken into consideration by the Council before a decision is made on the application. Notice of the Council's decision on the

application will be given in accordance with the requirements of the Planning and Development Regulations, 2001. This may be in the form of:

- (a) posting the notice directly to you; or
- (b) publishing the notice in a newspaper circulating in the area where the proposed development is situated.

**Please note that in the event of an appeal being lodged by you, An Bord Pleanála will require a copy of this letter of acknowledgement.**

Mise, le meas

  
RUNAI CHONDAE

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AN BORD PLEANALA	
TIME	BY
26 MAY 2004	
LTR/DATED	FROM
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## Appellants Signatures

John J Healy  
Ann Healy  
Mary Kate Healy  
Anna Healy  
Seamus Healy  
Maggie Healy  
Margaret Healy  
Paul Healy  
Pat Healy  
Martin Healy  
Brendan Healy T. Garry  
Bridget Bonway  
Bernard Sheeran  
Ethne Sheeran.

Antoinette Healy  
Tom Healy  
Seamus Murphy  
Arlene Murphy

Martin J Healy  
Ayn Healy  
Vera Healy  
Jacinta Healy  
James Healy  
Marie Hanney  
Simon Hanney

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Irish Times

10/5/03

## Vandals start gas pipeline blaze

A gas pipeline fire in the regeneration area of Ballymun, Dublin was believed to have been started deliberately by vandals yesterday.

The gas is believed to have ignited at 5 p.m. when a fire was lit over a newly laid underground gas pipe in a field, sending flames shooting some 50 ft into the air.

The pipe was about 400 yards away from some houses and a halting site.

Four engines of Dublin Fire Brigade and emergency crews from Bord Gáis battled with the blaze for over three hours until the leak was contained around 8.30 p.m. A second pipeline only three or four feet away had be kept cool by firemen in case it too ignited. No one was injured in the fire.

### Man jailed for shooting threat

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Connaught Telegraph 19 May 2004

# Terrorist fears threat to Mayo gas pipeline

Report by **Tom Kelly**

tkelly@con-telegraph.ie

**A LEADING Irish environmentalist has expressed fears that the proposed pipeline from the Corrib gas field in North Mayo could represent a target for a terrorist attack.**

**Dublin-based Green Party T.D., Deputy Eamon Ryan, revealed he was told by experts that there is no international precedent for such a lengthy pipeline from the shore to the processing point.**

Speaking on the Maritime Security Bill 2004 in Dail Eireann, Deputy Ryan stated: "It is interesting that the convention to which we are signing up addresses the safety of platforms when it comes to possible terrorist attacks.

"One of the great risk I see here, if someone were sufficiently demented to try to take on such terrorist activities, is in the proposed development of the gas pipeline from the Corrib gas field, which hits the Irish mainland near Pullathomas, County Mayo, before travelling overland for some

9 km. to the proposed processing station.

"I am told by experts in the field that there is no international precedent for such a lengthy pipeline from the shore to the processing point. The very existence of that pipeline in itself poses quite a risk for the area given possible blockages or other damages that can be caused to it. However, in Iraq at the moment, some of the targets most difficult to protect against terrorist activity are those very pipelines.

"Yet in this country, for reasons

about which I am not very clear, we cannot put a processing plant at a landfall elsewhere or provide offshore processing facilities. I am genuinely concerned that, if someone were sufficiently demented and wished to target this country's offshore facilities, that person would not have to go offshore.

"He or she could look at those 9 km. of pipeline, which would be almost impossible to guard, and decide that a small device there would do incredible damage to this country."

Meanwhile, Sinn Fein T.D. Martin Ferrin asked the Minister for Communications, Marine and Natural Resources, **Dermot Ahern**, who will be responsible for accidents that occur along the route of the proposed Corrib gas pipeline, not covered by the terms of the planning permission granted by Mayo County Council.

Minister Ahern replied: "These issues fall within the responsibility of Shell E&P Ireland Limited, the developers of the Corrib project. In my consideration and appraisal of the pipeline pro-

posal, I commissioned a technical evaluation of the onshore pipeline. The evaluation, entitled Corrib Gas Pipeline Project, Report on Evaluation of the Onshore Pipeline, Design Code, was carried out by a pipeline technical expert, Mr. Andrew Johnson.

"Mr. Johnson's report stated that the onshore pipeline design code has been selected in accordance with best public safety considerations and is appropriate for the pipeline operating conditions. Subject to the developers undertaking to comply with a number of conditions laid down in approval and consents granted by my Department, the design is generally in accordance with best national and international industry practice and the pipeline is considered to meet public safety requirements."

SPECIAL

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26 MAY 2004

LTR-DATED \_\_\_\_\_ FROM \_\_\_\_\_

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# Fahey denies acting for Shell subsidiary on developing gas

JENA SIGGINS  
ARINE CORRESPONDENT

The Minister of State for Labour Affairs, Mr Frank Fahey, has denied that he is lobbying western TDs on the need to retain the Corrib gas field development at the request of the Shell subsidiary, Enterprise Energy Ireland.

Mr Fahey has also denied that he has invited Enterprise Energy Ireland's chief executive, Mr Andy Pyle, to the meeting with western Oireachtas members in the hall tomorrow. Mr Fahey, who was marine minister during key stages of the

Corrib gas field project, was responding yesterday to concerns expressed about the meeting by the Mayo Independent TD, Dr Jerry Cowley. Dr Cowley said he thought it was "inappropriate" that Mr Pyle should be invited. In his letter of invitation, dated May 2nd, Mr Fahey says: "Further to the recent Bord Pleanála decision on the Corrib gas field, there is now a major concern that the project will be delayed indefinitely."

"The purpose of the meeting is to get a political consensus in support of the project and to urge Enterprise Energy Ireland/Royal Dutch Shell to proceed with the new application for planning permission, which will comply with the requirements of the planning authority and An Bord Pleanála."

"I have asked Andy Pyle, managing director, Enterprise Energy Ireland, to meet with west of Ireland Oireachtas members who wish to see the project proceed so that we can demonstrate the widespread support that exists in the west of Ireland for Corrib gas."

"Given that the planning application was refused by An Bord Pleanála on one issue only, that of the storage of peat, I believe it is important that we show a cross party political consensus for the continuation of the project."

Mr Fahey said he has "not spoken to Andy Pyle" and that Dr Cowley may have misunderstood his letter. "I have requested a meeting with Mr Pyle that would follow on from our discussion on Wednesday," he said.

He added that the site of the proposed terminal was not the issue - in that an alternative site could be looked at by the company, after last week's An Bord Pleanála ruling on Bellanaboy. "The issue is trying to get a consensus for this project," he said. The Mayo Independent

## Company to meet Oireachtas members about Corrib gas field

The managing director of Enterprise Energy Ireland/Shell, Mr Andy Pyle, has agreed to meet with western-based Oireachtas members later this week to discuss the company's plans for taking gas ashore from the Corrib gas field.

The meeting, this Thursday, was sought by Oireachtas members after An Bord Pleanála refused planning permission to the company to build a gas terminal at Bellanaboy, in north Mayo.

At this week's monthly meeting of Mayo County Council in Castlebar, standing orders were suspended to allow councillors to discuss what they termed as the "disastrous consequences of An Bord Pleanála's decision for Erris, for Mayo and for the country". Many councillors seriously questioned the authority of

An Bord Pleanála in making decisions on planning matters of this scale. Castlebar Gardaí Fall councillor, Mr Al McDonnell, called for the abolition of the "so-called independent authority".

"We do not want to be ruled by faceless people with a Dublin mentality," Mr McDonnell argued. Mayo deputy, Ms Beverley Cooper-Flynn, is optimistic that Enterprise Energy Ireland/Shell could successfully reapply for planning permission at Bellanaboy or at another Mayo location and meet the concerns outlined by Inspector Ball in his report on the planning application. "The application was rejected only on the concerns of dealing with the excess peat on the site. I would be confident that the particular issue can satisfactorily be addressed," Ms Cooper-Flynn said. Fine Gael councillor,

Mr Gerry Coyle, told the meeting that Erris people are known as bog men. "If we can't deal with a few hundred tonne of bog in Erris - that's beyond me," he said.

**Ms Beverley Cooper-Flynn: Peat issue can be addressed**



AN BORD PLEANÁLA  
TIME \_\_\_\_\_ BY \_\_\_\_\_  
26 MAY 2004  
LTR-DATED \_\_\_\_\_ FROM \_\_\_\_\_  
PL \_\_\_\_\_

Mr Frank Fahey about Corrib



# Locals blame giant wind

Brian McDonald

SEPARATE inquiries were under way yesterday into the cause of a second landslide in the West which resulted in thousands of tonnes of blanket bog and debris moving down a mountain.

About 70 acres of material are now thought to have slid down a slope of the Slieve Aughty mountain range close to the village of Derrybrien, between Gort and Portumna in Co Galway.

Nobody was injured, but local people said they were gravely concerned about the safety and pollution implications of the slide.

The incident happened one month after the massive landslide in north-west Mayo which caused 42 families to flee their homes.

Coillte contractor Thomas Conroy described Thursday evening's landslide as "like an earthquake, sounding like an explosion followed by the noise of trees cracking under the weight of land movement."

The damage appeared to be mostly to an area of forestry, while an unoccupied house and

some derelict outbuildings and sheds were also affected.

Galway County Council sealed off the road leading to area, with locals criticising the local authority for failing to properly inform them about what exactly had happened and what strategy would be adopted to contain the problem.

The area of the slide forms part of a site where contractors have been carrying out development on behalf of wind energy company Hibernian Wind Power, a subsidiary of the ESB.

A spokesperson for the company said Hibernian would be carrying out a thorough investigation and co-operating with the council and any other authorities charged with investigating the matter.

Hibernian began development work on its 350-hectare site in July and is due to complete the €60m project by the end of next year - 71 wind turbines are to be installed which are expected to generate 60 megawatts of electricity, enough to power 60,000 homes.

The company spokesman said engineers

working on the project were on site throughout the night, assessing and monitoring the slide. The initial investigation showed the slide moved a significant quantity of peat/soil a distance from part of the windfarm site.

The spokesman insisted the movement had halted. He added: "Until the conclusion of the investigations, it is not possible to speculate on the cause of the landslide."

But in Derrybrien local people were in little doubt about what had caused the massive movement.

"While we cannot be sure that the wind energy project caused the landslide, I cannot see what else was the cause," said Derrybrien Residents Association spokesman, Martin Collins.

He added: "We want to see a proper investigation. We have had such a long spell dry weather - if rain were to come, what would happen?"

Hibernian Wind Power said last night it had engaged engineering experts, Applied Ground Engineering Consultants to examine the circumstances surrounding the slide.

## energy

## project fo

## landslide

IRISH  
INDEPENDENT

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Saturday 18 OCTOBER  
TIME EY  
2003  
26 MAY 2004

LTR-DATED FROM  
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James Curley at his granduncle's house which was nearly surrounded by the landslide at Derrybrien in Co Galway yesterday when thousands of tonnes of blanket bog and debris moved down a mountain slope. Picture: Andrew Downes



Tasty Macs chip shop, Ballina which was destroyed by an explosion on Thursday night. Photo : Keith Heneghan / Phocus.

## Teeling Street rocked by gas explosion

**TEELING Street in Ballina was rocked by an explosion at a fast food restaurant at approximately 5 p.m. on Thursday last.**

Three people were injured in the blast and were taken to hospital, one person being detained for a period at University College Hospital in Galway. Two others were released on Friday from Mayo General Hospital in Castlebar.

The explosion is believed to have been caused by a gas leak and the force of the blast was of such force that the roof of the premises, fast food restaurant Tasty Mac's, was blown off the building.

Health and safety experts moved in on Friday to probe the cause of the explosion. Workmen moved in on the same day to demolish the building as it was unsafe.

Demolition of an adjoining property, which housed an amusement arcade, is also believed to be necessary.

The Health and Safety Authority have ordered a full investigation into the cause of the explosion.

Local residents told of the nightmare blast as the clean up began on Friday. Many local

business people in the vicinity of the explosion experienced damage to their properties.

Off-licence owner, Mr. John Fahy, who had six windows broken in his premises, said: "It was frightening. This was 100 times louder than the worst clap of thunder I have heard. People were running up and down the street in a cloud of dust. It was a bit reminiscent of the TV scenes from the September 11<sup>th</sup> tragedy."

He added that it was a miracle nobody was killed or more seriously injured in the explosion. A passing lady motorist was amongst the injured when the windows of her car were blown in.

The other victims were a member of restaurant staff and a delivery person.

A spokesperson for the Western Health Board indicated on Friday last that two of those injured had been discharged from Mayo General Hospital and the third person was transferred to University College Hospital, Galway, but is not seriously injured.

Gardaí sealed off the scene of the explosion on Thursday evening and technical officers arrived to examine the scene the following morning.

A member of Ballina Town Council, Mr. Padraig Moore, yesterday complimented the emergency services for their swift reaction to the blast.

Mr. Moore, who runs a TV and electrical shop around the corner from the takeaway, said his front door was blown in by the force of the blast.

He added: "It sounded as if all the TV's in the shop had fallen off the shelves at once."

He stated three ambulances were on the scene instantly as were the fire services. "It was lucky there was no life lost," he added.

Another Town Councillor, Mr. Jodie Beattie, said: "Lucky there were no parked cars in the area at the time as there usually are. Otherwise the injuries would have been much greater."

AN ECHO PLEASANT	BY	FROM
TIME	26 MAY 2004	PL
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# Critics suspect more than 'human failings'

BY KATHERINE GRIFFITHS  
Banking Correspondent

SHELL ATTEMPTED to deny accusations yesterday that its financial difficulties could make it Britain's version of Enron, the financial and energy company which collapsed spectacularly in America in 2002.

The message from Shell's embattled board is that its fundamental business is sound and that it would remain one of Britain's biggest blue-chip companies for decades to come.

But, as the oil company published the findings of an internal inquiry into what has gone wrong over the past three months in an attempt to recover confidence in the company, its board admitted that a handful of senior executives had known for months – even years – that Shell was making serious mistakes with the way it was booking its key reserves of oil and gas.

It was only after the culmination of an increasingly fierce internal battle in 2002 and 2003 that the company announced on 9 January that it was to slash its oil and gas reserves by one fifth.

The battle was between Sir Philip Watts, the former chairman of Shell, and Walter van de Vijver, the executive who took over from Sir Philip when he was head of the company's most crucial unit, exploration and production. Both men have since been fired by Shell.

Van de Vijver stepped in as head of exploration and production in mid-2001, when Sir Philip was rewarded for 32 years' service with the chairmanship of Britain's seventh largest company.

When Mr van de Vijver took over, he was following a formidable track record on the part of Sir Philip, who turns 60 this year.

Yesterday's report, commissioned by Shell's non-executives, notes: "There was a perception in the market that Sir Philip's success could be attributed, at least in part, to his ability to meet or exceed reserve expectations."

But, as e-mails and letters disclosed as part of the findings indicate, Mr van de Vijver quickly became concerned that the business he took charge of was not what it seemed.

Attempting to defend his record in a letter last month, Mr van de Vijver wrote: "Soon after coming to office as head of exploration and production (EP) in June 2001, I observed that the health of the business was not as robust as the company-determined performance targets set out under the former EP chief executive. In fact it was in a far worse state in mid 2001 than was ever portrayed by my predecessor."

Sir Philip has said nothing since his career, which began in 1969 when he joined Shell as a seismologist, was terminated so suddenly at the beginning of last March. He has retreated to his country estate in Berkshire.

## THE PROTAGONISTS



### SIR PHILIP WATTS

Until January this year, the 58-year-old chairman of Royal Dutch Shell had been at the heart of the cut and thrust of international oil market. Now, he can devote himself fully to his Japanese garden in his Berkshire home.

Sir Philip was a Shell lifer. Born on a Leicester council estate, he took a degree in geophysics and joined as seismologist in his mid-20s. He rapidly moved up the ranks, working in oilfields in the Far East, Scandinavia and Africa.

But his rise, which included four years as head of exploration and production until 2001 (the period when reserves were "overbooked") was marred by gaffes about "uncertainties" in Shell's exploration sector. He was also embroiled in questions about his remuneration, after his pay jumped 83 per cent. Sir Philip was paid £1.8m in 2002 and has a pension worth £480,000 a year. After Shell revealed the 20 per cent reserves shortfall in January, Sir Philip vowed to carry on, insisting he had the "full support" of the board. He left two months later.



### WALTER VAN DE VIJVER

The Dutch former head of exploration and production at Shell was once tipped to succeed Sir Philip Watts as chairman. Instead, they both resigned amid plunging share values and the deepest crisis in the company's history.

Mr Van de Vijver, 56, who had been with Shell for nearly 30 years, angrily defended his record, saying he had led the campaign to come clean about its overstated oil reserves. But sources said he had been considered as having not done enough to earn his hefty pay packet, worth £1.1m in 2002 and accompanied by a generous pension. One Shell insider said: "The problem was that when the issue [of overbooking] came to the fore, he didn't act quickly enough. He was seen as not being the best man for the job."

He started as a field engineer in the Middle East, rising to be head of exploration and production, one of the three most senior positions, and began to restructure the operation. He described his dismissal in March as having taken place "without credible explanation".



### JUDY BOYNTON

The American-born finance director of Shell was named two years ago as the 16th most powerful businesswoman in the world outside the United States.

But the accolade, with 20 years of experience in the oil industry, has done little to protect Ms Boynton from the turmoil at the Anglo-Dutch conglomerate. Ms Boynton, 49, who has a higher degree in finance, joined Amoco, the American oil giant which merged with BP, after university and rapidly established a reputation as a capable number-cruncher. She joined Shell in 2001.

Despite being cleared of any wrongdoing in the "overbooking" scandal, her close alignment with Sir Philip Watts is thought to have convinced the Shell board that she was not sufficiently robust for the role. Like several other senior figures in the company, Ms Boynton has hired a high-profile lawyer ahead of investigations by financial watchdogs in Britain and America.

CAHAL MILMO

One of his few sources of comfort must be the almost £3m in pay, bonuses and pension contributions he received in 2002, the most recently disclosed details of Shell's executives' remuneration.

The new executives who have stepped up to try to rescue Shell rushed to point to the report they commissioned from the US law firm Davis, Polk & Wardwell as evidence that the company's failures were largely down to a few individuals.

Lord Oxburgh, the UK chairman of Shell, told City analysts: "The story is attributable to human failings, it is not structural. I am satisfied that the deficiencies were restricted to a small fraction of exploration and production."

Yet the explanation has not satisfied many investors in Shell, who have seen the company's shares battered from the revelations about its financial problems. Many believe a

significant number of its problems were due to its unusual structure. Formed in the early 1990s, Shell was the product of the merger of Royal Dutch of Holland and Shell Transport & Trading of the UK.

Over the decades, Shell's two arms have remained separate, held together only by a number of boards which, critics say, do not know in detail what is going on at both arms.

Investors are putting Shell under pressure to bring those two arms together, either by an amalgamation, or by changing the senior management structure so that there is a clearer line of command.

Yesterday Lord Oxburgh said Shell was "listening" to its shareholders. But he said the problem was "more complex than almost all of those who have offered advice can appreciate".

Although the company has been keen to deny that anyone fiddled the books at Shell – un-

like at Enron or some of the other corporate scandals to hit the US – it also said it would change the way its executives can earn bonuses.

In the past, part of the windfalls paid every year to senior employees was linked to how large the reserves discovered around the world that year were. That structure has come in for particular criticism from the lawyers now lining up to sue Shell and some of its directors, with critics pointing out that employees were given incentives to count unpromising areas as fruitful reserves.

While Shell has agreed to change its bonus structure, Malcolm Brinded, who has taken over the hot seat since Sir Philip stepped down, maintained that "honesty, integrity and respect for people" remained a "beacon" by which Shell did business.

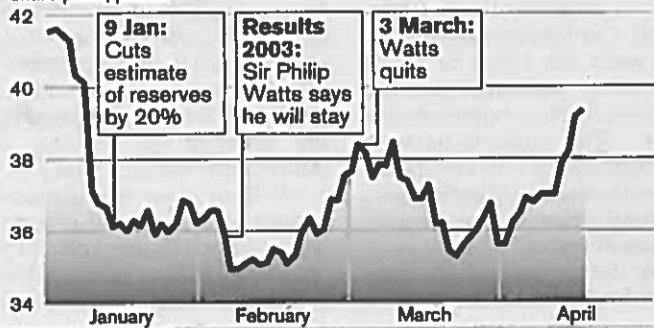
If so, that leaves many questions unanswered as to why the individuals who were involved in exploration and production erred so dramatically.

Those questions have been left to the financial regulators and lawyers in the United States, United Kingdom and the Netherlands who are now shifting through Shell's documents.

The process could take months, if not years, but if shareholders succeed in suing Shell for millions of pounds for misleading them, Shell's fate could end up looking quite similar to that of Enron.

## SHELL

share price, pence



Source: Thomson Datastream

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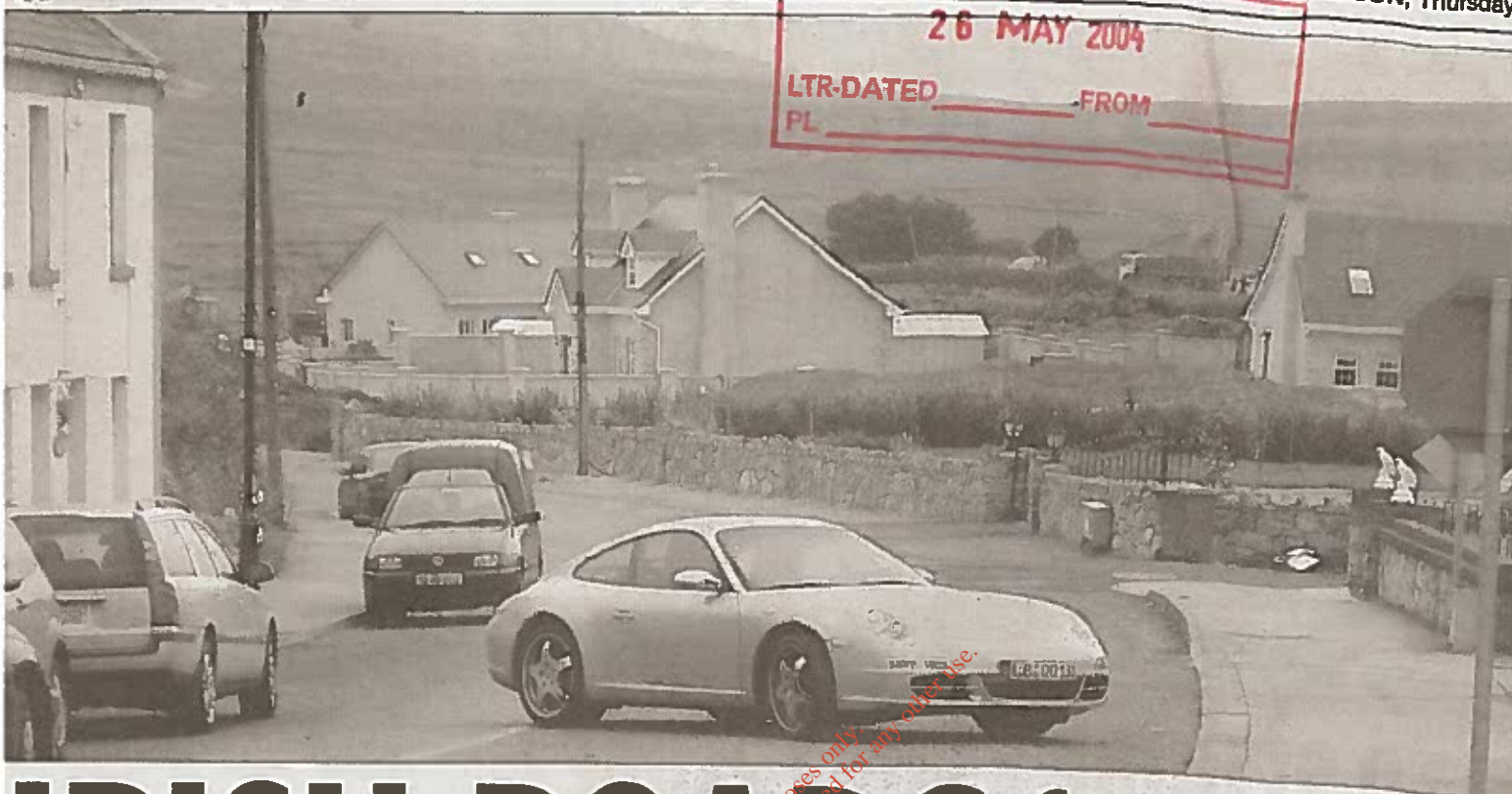
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AN BORD PLEANALA  
TIME \_\_\_\_\_ BY \_\_\_\_\_

THE SUN, Thursday

26 MAY 2004

LTR-DATED \_\_\_\_\_ FROM \_\_\_\_\_  
PL \_\_\_\_\_

# IRISH ROADS PORSCHES US TO THE LIMITS

## Car giants test t new motors in Ma

By BILLY SCAN

**PORSCHE** engi-  
neers reckon  
they've found the  
ideal place to test  
their new motors  
— the sleepy little  
town of Bangor  
Erris in Co Mayo.

But it's not because  
they can wind up their  
sports cars to their max  
of more than 150mph.

Porsche picked the  
out-of-the-way anglers'  
paradise because the  
roads there are so **BAD**.

The twisting, pot-  
hole-riddled streets may  
make drivers curse, but  
Porsche's backroom boys  
love the way they test  
how their motors han-  
dle.

Local lad Neil Rooney  
and his pal Matt Carey  
photographed two new  
Porsche models, which  
are not due in the show-  
rooms until next year,  
being put through their  
paces around the town  
(population 464). The

new models — a E  
and a 911 with a  
price tag of £  
£225,000 — were c  
when they were p  
to keep them secre  
that didn't fool p  
heads Neil, 32,  
Matt, 20.

Matt said: "I  
heard they had  
around before and  
time we caught the  
the act."

### Bumpy

The new models  
easy to spot — follow  
behind them was  
green van collec  
data beamed from a  
als on the back of  
test cars.

A motor indus  
expert said: "Pors  
have been testing r  
handling in Mayo.

"They want somewh  
with roads that are  
bad shape — as bum  
and bendy as possible  
give the cars a go  
workout."

Mean streets ...  
the 911, top, and  
Boxster on test in  
Bangor Erris



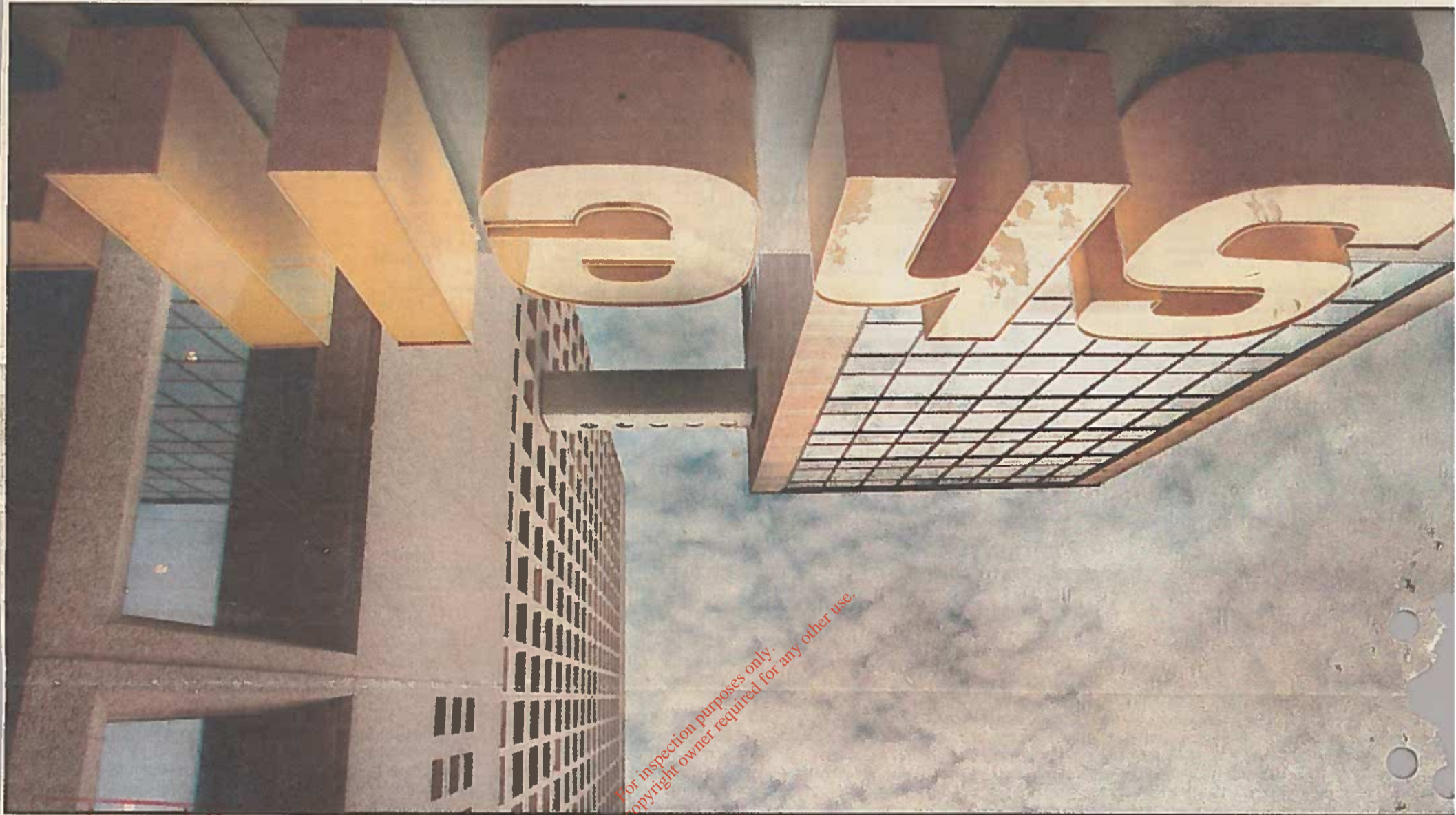


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Mercedes' silver dream machine  
Plus the Toyota phenomenon and Brian Sewell  
» 16-PAGE SECTION, INSIDE THE REVIEW

**MARADONA**  
The spectacular downfall of the  
world's greatest footballer  
» NEWS, PAGE 12



## Lies, cover-ups, fat cats and an oil giant in crisis



### Shell admits deceiving shareholders



### Sacked chairman savaged in report

LT. WAS embroiled yesterday in Britain's biggest corporate scandal for almost 20 years as it admitted a three-year 1 to deceive its shareholders. The City reacted with astonishment after the crisis-stricken international released details in an internal report that exposed how the company had de-rated its oil and gas reserves for several years.

BY KATHERINE GRIFITHS

debate 18 years ago, has already led to the departure of the chairman, Sir Philip Watts, and the head of exploration and production, Walter van de Vijver. The pair were savaged in the damning, independent report commissioned by Shell and the downward revisions that need to be done because of far too aggressive/opportunistic bookings."

A month later, Mr van de Vijver, responding to an internal report that suggested Shell's position on the reserves was a violation of US securities law, wrote: "This is absolute dynamite, not at all what I expected and needs to be destroyed."

The prospect of criminal charges being brought against some Shell executives appeared increasingly likely last night.

The report was designed to get to the bottom of an affair that has rocked confidence in the stewardship of Shell since the disclosure that its reserves had been overstated. It says Mr van de Vijver repeatedly e-mailed Sir Philip over a period of nearly two years to inform him of concerns. Continued on page 4

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