Base Load Power Hub (BLPH)

PROCEDURE FOR FREIGHT HANDLING AND SHIPMENT

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Revision / Change Log

Rev.	Description
00	Issue for Review (IFR)
01	Issue for Review (IFR)

HOLDS LIST

No.	Description
1	
2	
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4	

1 PROJECT OVERVIEW

1.1 THE HOLLANDSE KUST NOORD WIND PARK

Crosswind, a Shell and Eneco joint venture, was awarded the tender to develop the offshore Hollandse Kust Noord (HKN) wind farm, located 18.5km off the coast of Netherlands near the town of Egmond aan Zee. The consortium plans to have HKN operational in 2023 with an installed capacity of 759MW generating at least 3.3TWh per year. This is sufficient renewable power to supply more than 1 million Dutch households with green electricity.

Offshore wind farms produce intermittent electricity and balancing these dips and peaks and integrating this electricity into the national energy system requires new technologies. For this reason, the offshore wind farm will include several new technologies that could be implemented at full-scale in the future. The new technologies being explored include a floating solar park, a short-duration battery storage as well as long-term storage via green hydrogen produced by water electrolysis and subsequently consumed in a fuel cell. The combination of these individual measures, herein referred to as the Base Load Power Hub (BLPH) will ensure a continuous power supply regardless of the wind situation.

1.1.1 Project Location

The Hollandse Kust Noord (HKN) wind farm is located 18.5km off the coast of the Netherlands near the town of Egmond aan Zee.

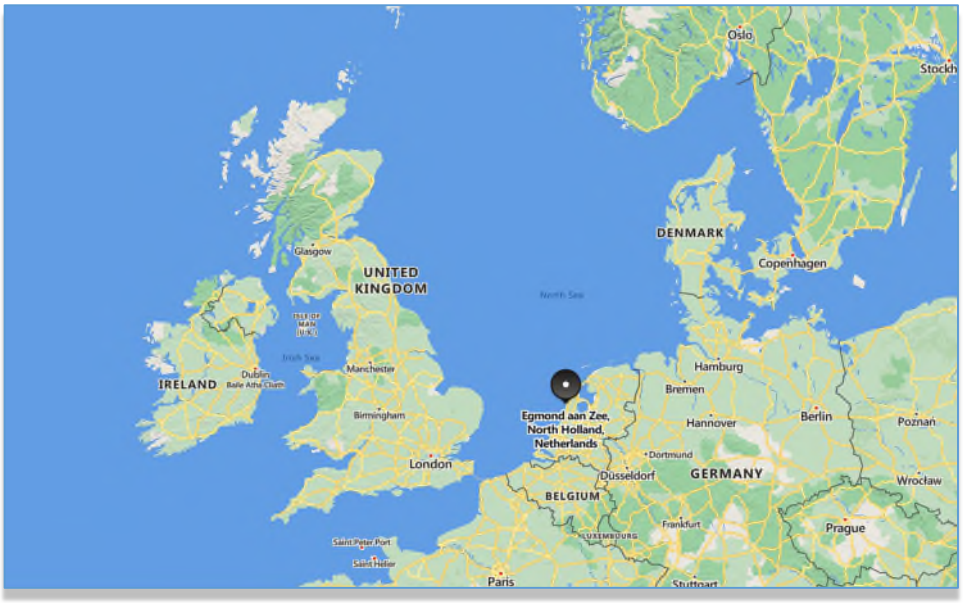


Figure 1 - HOLLANDSE KUST NOORD WIND PARK Location Map

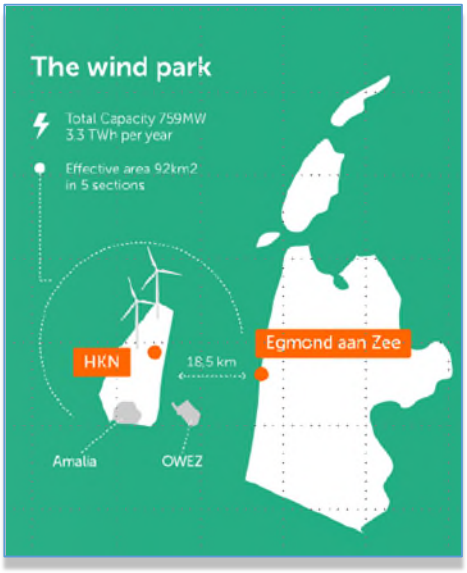


Figure 2 - Wind Park Details

The wind farm will consist of No. 69 x 11.5MW wind turbine generators each to be installed on a dedicated monopile structure. A 70th monopile located on coordinates E 590719.1, N 5841602.3 is reserved for installing the platform accommodating the BLPH. The monopile structure was designed and installed by Van Oord Offshore Wind (VooW) and therefore not part of the BLPH scope.

1.1.2 Project Concept

All components included in the BLPH will be integrated onshore on a topsides and installed in an offshore location within the boundaries of the HKN wind farm. At its simplest, the BLPH will store energy during periods of high electricity generation from renewable sources (a wind turbine generator and the floating solar PV farm) and release it during periods of low generation. In practice. It is expected that the energy stored will supplement generation from renewable sources to ensure that at least 1.0MW of power is exported to the electrical grid regardless of wind/solar availability.

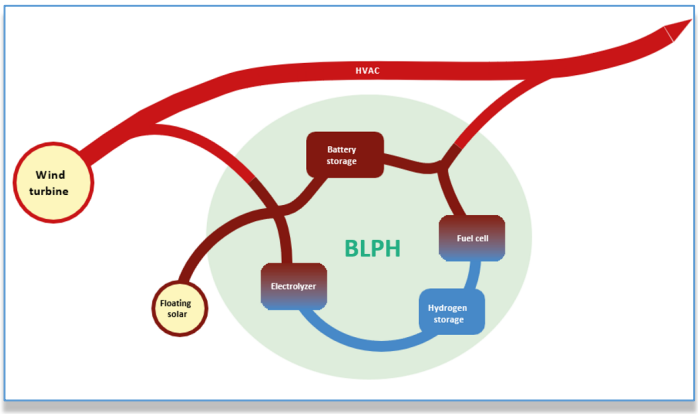


Figure 3 – BLPH Concept

Electricity in the BLPH will be stored in the form of electrons in a battery energy storage system (BESS) as well as converted into green hydrogen via water electrolysis. When the power output from the connecting wind turbine drops to below 1 MWe, the BLPH will return its stored energy to supplement the remaining power output. This will be by discharging the BESS, while stored hydrogen will be converted back into electricity using a fuel cell to extend the discharge duration.

The purpose of the BLPH is to function as a testbed for the integration of energy storage technologies with renewable generation. It is expected that equipment installed on the BLPH will operate as Normally Unmanned Installation for at least two (2) years with no or minimal maintenance and it will have its own independent control room with the ability to communicate with Crosswind's control room.

1.1.3 CONTRACTOR's Fabrication Site

The Fabrication, Installation and Testing activities of the Project will be executed at CONTRACTOR's Piomboni Yard – Marina di Ravenna (ITALY), where the materials needed for construction / assembly will be collected from the various Vendors involved in the Project.

The CONTRACTOR's fabrication yard allows erection and load out on barges of large size structures, modules, P.A.U.s., vessels, columns, cranes or plant components destined to offshore or overseas sites. It is located in Marina di Ravenna, on the Piomboni Canal, which is part of the port of Ravenna.

It covers an area of almost 104,000 m² and it has a 450-metre long quay equipped for marine works and is able to bear heavy loads. The water depth at the quay edge is 9.50 m. The top quay is 2.20 m above the average sea level.

Barges and seagoing vessels can access the Rosetti quay, including deck cargo barges, heavy lift vessels or special cargo ships.

The quay has fire-fighting equipment (water and foam extinguishers), energy supply devices (380/220/24V), and plants for fresh and salt water supply and equipment for the distribution of technical gases as well as a phone network.

The site features steel and piping prefabrication shops, a large assembly hall, covered blasting and painting facilities of 25,00 x 30,00 x 14,00 m (L x W x H), open erection areas, heated warehousing and offices for Rosetti's personnel and CONTRACTOR/COMPANY inspectors (2,400 m²).



Rosetti Marino's Piomboni Yard

2 REFERENCE DOCUMENTS

REFERENCE NUMBER	DESCRIPTION
Contract n° CW-WP4-2023-05, issued by COMPANY on 10th July 2023	Contract Ref.
Section V – Art.8.12.2	Scope description - Shipping, Import, Customs and Reporting
123A90 – CROSSWIND BLPH EPCIC	Project Code Ref.
PRO-PRO-05	CONTRACTOR Corporate Document - Expediting & Inspection Management".
PRO-LOG-03	CONTRACTOR Corporate Document – Inbound Transport Management
PRO-LOG-04	CONTRACTOR Corporate Document – Outbound Transport Management

3 DOCUMENT SCOPE

The scope of this procedure is to define the guidelines, in order to guarantee that all materials (i.e. raw material, equipment, packages, sub-assemblies, sections, etc…) will be properly moved from a location to another, tracing the transport steps.

Ultimately, this document ensures that the methods and systems utilized, are in compliance with COMPANY's and CONTRACTOR's quality requirements.

Description of activities is outlined in the following Rosetti Corporate Document:

PRO-LOG-03 'Inbound Transport Management and PRO-LOG-04 'Outbound Transport Management.

The requirements herein are applicable to all equipment, components, packages and materials for Base Load Power Hub (BLPH) Project.

4 DEFINITIONS AND ABBREVIATIONS (TITLE 1)

Specific Terms and expressions, (such as Worksite, Project Site and Site) are completely identified in the Contract n°CW-WP4-2023-05 issued by COMPANY.

Abbreviations indicated hereunder may be applied and used in this document:

COMPANY : Crosswind C.V.

CONTRACTOR : Rosetti Marino Spa (abbreviated as RM), group of companies

CONTRACT : CW-WP4-2023-05

PROJECT : 123A90 – the Base Load Power Hub (BLPH) - EPCIC

SUPPLIERS/VENDORS : Any organization employed by Rosetti Marino to supply either products or services

IN-BOUND : The transport from SUPPLIERS/VENDORS facilities to CONTRACTOR facilities

OUT-BOUND : The transport from CONTRACTOR facilities to any other facilities

5 DESCRIPTION OF ACTIVITIES

5.1 EXPEDITING

Expediting activities are carried out in accordance with the corporate procedure of the CONTRACTOR nr. PRO-PRO-05 "Expediting & Inspection Management" (Attachment 4).
After issuing the Purchase Order (P.O.) to the Vendors, the CONTRACTOR's Expediting Coordinator assigns an Expediter based on the supply's criticality. The Expediter ensures proper follow-up of the P.O. to guarantee timely material delivery, supported by the Supply Quality Lead responsible for quality compliance with project specifications....
If material pick-up is under the responsibility of CONTRACTOR, the Expediter informs the Logistics department which sends the packing list containing all information necessary for picking-up the goods. Should instead the delivery included in the scope of work of the Vendor, the expeditor will have to monitor this phase informing the CONTRACTOR warehouse upon an estimated time of arrival (Likewise in the previous case)

CONTRACTOR submit on a Weekly basis the Report of Expediting which contains information about PO number, Item description, Tag number, Contractual and forecast dates and record of latest expediting/inspection visit.

Expediting visit and or inspection reports shall be separately distributed via Contractor email box (Collaudi@rosetti.it).

5.2 PACKING

CONTRACTOR is responsible to ensure all goods are packed in a manner that will protect them from damage during transportation and storage and in compliance with HS and phytosanitary norms and regulations, ISPM 15 worldwide standard certified packaging, as applicable to IN-BOUND and OUT-BOUND TRANSPORTATION.

Specific precautions needed for equipment, materials and spare parts will be based on Vendor's and CONTRACTOR's recommendations.

Special attention shall be paid to protection of parts exposed to corrosion, electrical and electronic components (for example: silica gel bags).

Packing will be provided as per the following detail:

	PRODUCT	GENERIC PACKAGE		
1	Metallic equipment such as: - vessels - columns - reactors - launching traps	Saddle	Saddles Wheeled saddles Double saddles	• Equipment overall dimensions > 5m³ • Equipment overall dimensions > 5m³ • Piping with diameters greater than DN 600 (24")
2	- Accessories and spare parts - Electrical and/or instrumental equipments - Electric engines - Bolts and nuts - Fittings - Skid and packages	Wood box	Stackable Wood box having little dimensions and plywood /OSB lining.	• Volume up to 3 m³ • Net weight up to 500 kg
			Wood box having little dimensions and wood planks lining.	• Volume up to 3 m³ • Net weight up to 500 kg
			Reduced wood box (wood plates lining).	• External dimensions up to 800x250x250 cm • Net weight up to 3.000 kg
			Standard wood box (plywood/ OSB lining).	• No dimension limits • Net weight up to 30.000 kg
			Standard wood box with wood planks lining.	• No dimension limits • Net weight up to 60.000 kg
3	- Prefabricated metallic structures - Ladders and walkways - Prefabricated piping	Crate	Little crate	• Volume up to 3 m³ • Net weight up to 500 kg
			Reduced crate	• External dimensions up to 800x250x250 cm • Net weight up to 3.000 kg
			Standard crate	• No dimension limits • Net weight up to 60.000 kg
			Crate for piping	• Pipes and piping generally not lined; conductor pipes, carbon steel pipes, stainless steel or other steels pipes, general non metallic pipes (PVC, fiberglass); prefabricated piping. • Up to DN80 (3") lined or painted
4	- Small plates - Flanges - elbows - Tee	Pallets	Pallets with barriers bags and/or metal strip. Ending pipe/flange protection	• Plates < 1 m² • Flange with diameter greater than DN 200 (8") • Tee with diameter greater than DN 200 (8") • Elbow with diameter greater than DN600 (24")
5	- Piping from DN100 (4") to DN250 (10") - Various structural shapes	bundle	Bundle and ending pipe protection	• Gross weight up to 8.000 kg • Dimensions (width x height.) up to 120 x 150 cm

Remark for hazardous material: as far as dangerous goods are concerned the packages to be used shall meet the rules&regulations requirements in accordance with ADR/IMO/IATA international codes based on the kind of product to be shipped.

"Shipper in complying with all Regulations and Codes shall ensure required documentation duly completed with the correct information is promptly provided to the appropriate regulatory authority.

The Shipper shall ensure all Material Safety Data Sheets (MSDS) and Hazardous Cargo Notification sheets together with any special handling requirements for the Goods to be supplied, are completed and dispatched to Consignee in advance.

The Company's contract number shall appear on all packages.

International signs or wordings, depending on the language used in the Port of Destination to designate special storage or handling requirements e.g. "FRAGILE", "HANDLE WITH CARE"," SLING HERE", "COOL STORAGE"," KEEP DRY"," THIS SIDE UP" etc., shall be shown."

5.3 MARKING

Marking of loose equipments (e.g. spare parts, accessories to be installed at Site) is performed in accordance with CONTRACTOR's procedure, in line with the contractual requirements.

At the top and the two opposite sides of any crates or containers, CONTRACTOR shall indicate the CONTRACT or P.O. reference, the PROJECT reference, and address shall be clearly indicated. The PROJECT reference being in that case :

123A90

CROSSWIND C.V.

BASE LOAD POWER HUB (BLPH) PROJECT

Each shipment packing list shall be attached and all documentation placed inside a sealed and weather proof plastic folder.

5.4 FORWARDING AND SHIPPING

5.4.1 Transports

CONTRACTOR's Logistic Department shall manage the collection of goods from the source of supply worldwide location both for purchased material and prefabricated items by receiving a "Material readiness notice" from the Expediting Department or the Production department by producing a "request of transport - ROT" in SAP system destined to Logistic Department.

The material readiness notice and the request of transport should be completed with all the necessary information suitable for the good execution of goods collection such as:

1. cargo information by issuing the CONTRACTOR's packing list template: XXX-123A90-CROSSWIND (BLPH) PACKING LIST (Attachment 1) containing information about project number, purchase order number, INCOTERMS, item number, full and detailed description of contents, qty pcs/mts/lts, kind and number of packages, net/gross weight, tag number, code number, hs code and country of origin. Material pick up: collection of ready and packaged goods from the source of the supply determined in the purchase order or other document such as Vendor premises or CONTRACTOR's prefabricated site.
   In case of standard transport, the PL shall be sent 15 days before the delivery date.
   In case of oversize transport, the PL shall be sent 60 days before the delivery date.

2. in case of dangerous goods: MSDS (Material Safety Data Sheet) & MGDF/SHIPPER DECLARATION in the English language (IF APPLICABLE).

3. FOR NO EU GOODS:
   - CUSTOMS INVOICE completed with the following information for customs purposes:

   Job and purchase order numbers;

   Shipper name;

Consignee and delivery address;
Delivery terms;
description of goods as per purchase order item numbers;
unit value for each item;
hs code for each item;
country of origin for each item
kind and number of packages;
total net/gross weight.

- CERTIFICATE OF ORIGIN issued by the local Chamber of Commerce.
- EUR 1 CERTIFICATE (if applicable) or exporter authorization number declaration (if available).

Shipping and forwarding: according to cargo dimensions and volume as well as the project constructionschedule, the Logistic Department manages and arranges for the delivery of material from worldwide main port/airport.
Information about transport are included into SAP system completed with the following data:Project number;

- Purchase order number;
- Cargo dimensions and weighs;
- collection estimated date;
- collection place;
- final destination;
- transport tracking number;
- shipping invoice number;
- packing list number;
- transport equipment number (container number, truck plate number, bl number, awb number, etc..);
- freight forwarder in charge
- customs broker in charge
- ETA.

5.4.2 Shipping documents

For any shipment, Logistic Department provides a "shipping pre-alert" mail addressed to the receiver completed with the main transportation info and schedule such as:

- Project and Purchase order Numbers;
- INCOTERMS;
- ETS;
- ETA;
- PORT of loading;
- Port of destination;

- Cargo dimensions / cargo equipment;
- Preliminary packing list;
- SI draft;
- BL/AWB draft.

Upon goods departure, Logistic Department provide a "shipping advice" confirming goods departure completed with the following info and documents:

- ATD;
- ETA;
- Final BL / AWB;
- Final SI;
- Final PL;
- Coo;
- Any other shipping documents required by customs or transport regulations based on goods final destination.

Full set of original shipping documents are provided by one (1) calendar week from goods departure, in accordance with requirement for import customs clearance.

CONTRACTOR is fully responsible for the accuracy, timeliness, transmission and regulatory compliance of all shipping documents.

5.4.3 Customs clearance

Export formalities

Exporter is in charge for the execution of export customs formalities by appointing a Customs Agent, providing them any information required in a timely manner to allow a compliant and efficient completion of the export customs process.

Import formalities

Import formalities are managed and arranged in compliance with any applicable contractual agreements and local customs and taxes, rules & regulations.

Should Logistic Department be required to manage goods import customs formalities – either permanent or temporary – if applicable as above, a local Customs Agent will be appointed in order to provide import license, authorization or any other customs permits in order to facilitate the importation of all equipment and materials and arrange for the timely delivery of all equipment and materials.

Local import customs duties and taxies will be applied in accordance with specific contract agreement requirement and local government requirements.

5.4.4 Cargo insurance

Specific cargo insurance could be arranged for any shipment moved according to Incoterms applied.

5.4.5 Delivery tracking report

CONTRACTOR develop a report (register) which include the following information:

- Shipment reference and description;
- Type of shipment and reference;
- Status of shipping documentation;
- Planned date of shipping;
- Planned date of delivery
- Actual date of delivery;
- Customs clearance status;
- Receipt inspection status.

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