Base Load Power Hub (BLPH)

ONSHORE SCOPE – EXECUTION PLAN

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None

1 INTRODUCTION

1.1 PROJECT OVERVIEW

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.

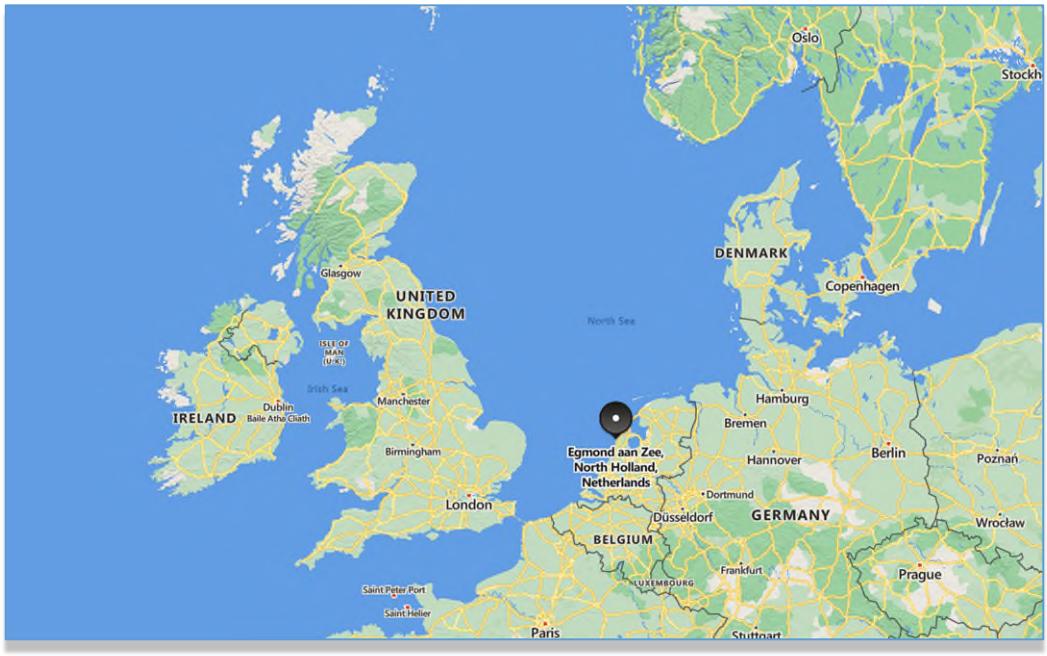


Figure 1 - HOLLANDSE KUST NOORD WIND PARK Location Map

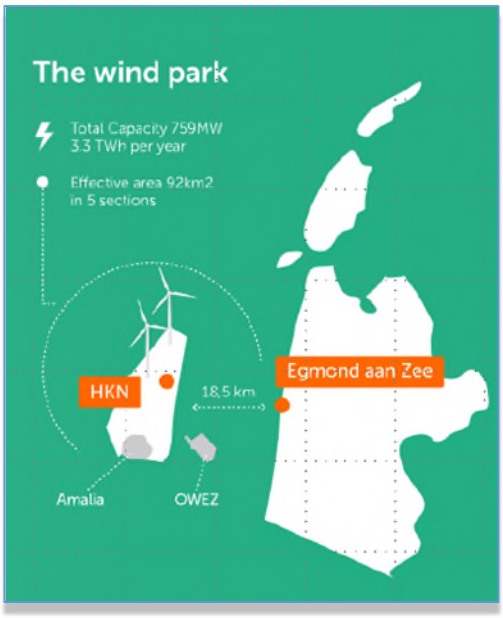


Figure 2 - Wind Park Details

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 is located on coordinates E 590719.1, N 5841602.3 and 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.

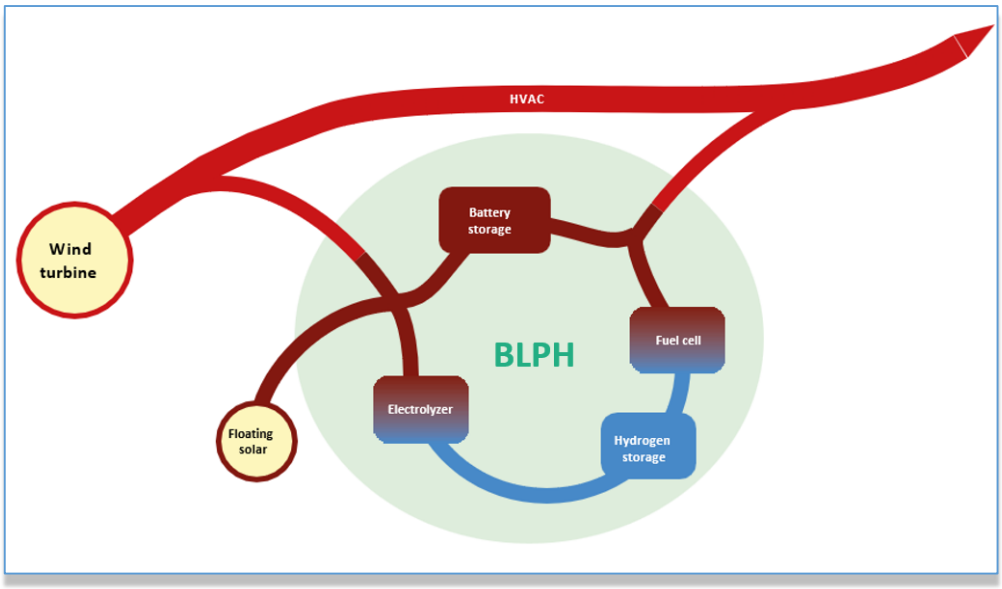


Figure 3 – BLPH Concept

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.

1.2 NEW SCENARIO – CHANGE IN SCOPE

In December 2024, the COMPANY informed the CONTRACTOR that the final destination of the items included in the project scope (namely the BLPH, Transition Piece, caisson frame, and related accessories) would change from what was originally foreseen.

The new destination would be onshore, specifically at the maritime terminal in Eemshaven, the Netherlands, operated by BUSS.

2 DOCUMENT SCOPE

The purpose of this document is to describe the activities that will be carried out by the CONTRACTOR following the mentioned change in scope, compared to the originally planned execution of the project.

This document outlines the activities that the CONTRACTOR will carry out in the phase immediately following the completion of the marine transport of the convoy from Ravenna to Eemshaven. The transport itself is already described in the Execution Plan related to the original scope of the CONTRACT and has only changed in terms of final destination.

The purpose of this Execution Plan is to outline the methodology and strategy that the CONTRACTOR will adopt to carry out the onshore activities following the arrival of the convoy at Eemshaven Port. These activities will include Marine Operations (such as Load-In, mooring, and coordination with the relevant Authorities where applicable), the movement of goods, placement on the designated yard supports, as well as hook-up and preservation works. The plan also defines the approach for monitoring, coordination, and interfaces among all stakeholders involved, ensuring safe and efficient execution up to the final inspection and handover to the COMPANY.

CONTRACTOR reserves the right and following possible suggestions by COMPANY, to modify, implement, review such execution strategy in order to perform this part of the Scope of Work in the best professional manner possible, according to COMPANY's requirements.

2.1 REFERENCES

Doc. No.	Description
CW-I-WP4-2023-05	CONTRACT - SECTION V, Scope Description
CW-I-WP4-2023-05	Contract Amendment No. 1
123A90- PML-PM-PL-00001	PROJECT EXECUTION PLAN
123A90-DDL-TI-RE-99054	Load In Manual
123A90-PML-QHSE-PL-00128	HSSE Plan Onshore scope in Buss Terminal Eemshaven
123A90-PML-QHSE-RE-00129	HIRA Load In
123A90-PML-QHSE-PRO-00126	Preservation Procedure
S-24-73109_LD0001	Sarens MDR
Buss - VN-88655-1	Verwekingsanalyse (geotech)
Buss-000099-C001	Calculation Report Concrete Support Blocks
Buss-000099-C002	Calculation Report Steel supports
Buss-000099-G001	Topside at BTE Terminal - Plan View
Buss-000099-G002	Topside at BTE Terminal - Side Views
Buss-000099-G003	Topside at BTE Terminal - Transport Route Proposal

Doc. No.	Description
Buss-000099-G004	Topside at BTE Terminal - Support Arrangement
Buss-000099-G005	Topside at BTE Terminal - Final Position Front View
Buss-000099-G006	Topside at BTE Terminal - Load-in at Beatrixhaven
Buss-000099-G007	Topside at BTE Terminal - Support Arrangement 3D
Buss-000099-G008	Topside at BTE Terminal - CPT tests
Buss-000099-G009	Topside at BTE Terminal - Transport route area
Buss-VN-88655-1	Notitie stabiliteit opslag platform in de Eemshaven
Buss-VN-88655-1-R1023552	Geotechnical investigation (CPT)
Buss-VN-88655-1-R102585	Geotechnical investigation (CPT)

Table 1 - Reference Documents

2.2 DEFINITIONS AND ABBREVIATIONS

COMPANY or Client (CPY)	CrossWind C.V.
CONTRACTOR (CTR)	ROSETTI MARINO S.p.A.
PROJECT	HOLLANDSE KUST NOORD WIND PARK Project
Eemshaven Port Operator	BUSS

Table 2 - Definitions and Abbreviations

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3 SCOPE OF WORK

The scope of work is structured into two main phases:

3.1 PHASE 1

3.1.1 Load In

CONTRACTOR shall load-in, transport and set-down the PERMANENT WORK including:

Coordinate with Eemshaven port authorities, BUSS Terminal, COMPANY and COMPANY's OTHER CONTRACTORS to define and execute marine coordination, unloading procedures and all permits required for the scope.

Ensure alignment with local location conditions, regulations, and safety and security requirements. Arrange and execute safe arrival, mooring, handling and offloading of the PERMANENT WORK (BLPH, TP, Caisson Frame) and any other items from the transportation barge.

Review and confirm that the foundation design and engineering documentation prepared by COMPANY (BUSS) are adequate for the scope.

Carry out a pre-inspect survey of the foundations and set-down locations prepared (by BUSS) and confirm they are acceptable and fit to receive the PERMANENT WORK.

Be responsible for off-loading, transport design and the planning of transit movement on the transport route pre-prepared by BUSS to reach the designated set-down location as identified in the drawings provided, and therefore achieve:

1. Safe offloading and transport of all PERMANENT WORK within the harbor site.
2. Secured set-down and installation of BLPH on the foundation.
3. Secured set-down of all other components (TP, Caisson, water pumps etc.)
4. Prepare and place the BLPH in 'Preservation Mode'

Except where described as COMPANY (via BUSS) free issue, provide all necessary transport, lifting and mechanical handling equipment and ensure this is in place for the safe and efficient performance of the scope (e.g. SPMT, Pumps, Bridge Plates etc).

COMPANY shall, with prior planning and notification from the CONTRACTOR, free issue, including but not limited to, a crane, forklift and trailer for CONTRACTOR use.

Demobilize all CONTRACTOR equipment upon completion of the load-in and set-down activities.

Provide all necessary installation documentation and comply with the requirements of the Marine Warranty Surveyor.

3.1.2 Transport & Installation

CONTRACTOR shall:

Set-down the BLPH onto the foundation, ensuring stability and compliance with design parameters.

Conduct all necessary alignment, securing, and leveling activities.

Achieve 'safe' status of BLPH to allow access to the platform.

Remove all transit & transportation temporary materials and dispose within waste containers provided by COMPANY.

Make connection of BLPH to temporary electrical supply (LV power & generator provided by COMPANY).

CONTRACTOR shall coordinate and align with the BUSS HSSE Management System and provide a site HSSE management system and requirements for the onshore site (BLPH location) during the time and extent of the CONTRACTOR onshore works. The CONTRACTOR's HSSE Management system will have primacy for its own works.

3.2 PHASE 2: PRESERVATION PLAN

3.2.1 General

Upon arrival of the BLPH at Eemshaven and after setting down on the prepared foundations, the CONTRACTOR will first make the platform 'safe' to enable access. This will be followed by performing de-seafastening and reinstatement activities, reversing the sea-fastening arrangements that were applied for transport. These operations will be carried with reference to the approved Internal Sea Fastening Procedure (Doc. No. 123A90-PML-QHSE-PRO-00127 Rev.01, issued for construction with Client Code 1 approval). Dedicated de-seafastening and reinstatement checklists will be prepared and filled in to document the removal of all temporary fixings, supports, straps, braces, and to confirm the reinstatement of systems to their pre-sea-fastening condition.

Following reinstatement, the CONTRACTOR shall implement a comprehensive **Preservation Plan** for the Permanent Works to safeguard integrity during the expected onshore storage period of 3–6 months.

The preservation scope is split into:

- **Sail-away preservation**, already covered by procedure *123A90-PML-QHSE-PRO-00127*, ensuring protection during marine transport.
- **Onshore NL preservation**, detailed in procedure *123A90-PML-QHSE-PRO-00126 Rev.02*, addressing extended storage in Eemshaven under ambient conditions.

In Eemshaven, the first step will be to inspect and verify the preservation applied for transport against checklists.

If such preservation remains intact and effective, it will be maintained and incorporated into the onshore preservation plan, if required to preserve the equipment. In this case, no de-seafastening will be carried out to avoid jeopardising the existing preservation condition. On the other hand, if transport preservation is damaged or incomplete, corrective measures will be taken before switching to the onshore preservation regime.

3.2.2 Philosophy and Criteria

Preservation will focus on high-value and technically critical items, using the simplest and most cost-effective methods such as passive inerting, desiccants, VPCI emitters, and sealing. Low-value or off-the-shelf components are excluded unless they are considered technically critical. Energisation will only be authorised if explicitly approved by vendor procedures (for instance, Freqcon BESS after 12 months of storage).

3.2.3 Main Preservation Activities

- **Electrolyser process loops:** Drained and sealed per Elogen procedures (C63-TRA-001, C63-ELO-PRO-CO-0007), nitrogen blanketing at 0.5 barg. Stacks filled with ultra-pure water and isolated with counter flanges.
- **Water Treatment Package**: The package has been already completely drained prior to sail-away. The RO membranes have already been removed during transport and will be replaced before recommissioning in the Netherlands; therefore, no additional internal preservation activities are required for this package.
- **Hydrogen vessels**: Preserved under nitrogen at 3 barg with active manometers to monitor pressure. No internal chemicals are introduced.
- **Liquid seal drum**: Maintained filled with a water/glycol 50% mixture to preserve sealing integrity.
- **Electrical and I&C equipment**: Application of desiccants and VPCI emitters dimensioned on enclosure/panel volume; replacement intervals (12 months) defined and tracked. Cable ends sealed; gaskets and O-rings lubricated.
- **Batteries and UPS**: Stored at 30–50% SoC on non-conductive bases. Freqcon's instructions to be followed. Fire safety measures in place. No energisation during the 3–6 month storage period; energisation only foreseen if storage exceeds 12 months. The only energisation shall be from 3-phase 400v temporary power connection junction box to LV switchboard required for external illumination & BESS auxiliary loads.
- **Transformers/Rectifiers**: Sensitive parts protected with VPCI film; desiccants applied; inspection and re-greasing intervals defined.
- **Mechanical equipment**: Valve stems greased and wrapped; rotating shafts turned weekly where required by OEM; all open ends sealed with blinds or caps.
- **BESS:** Energisation of LV supply and connection to temporary syren.
- **Portable LED lights:** Portable battery-powered LED lights will be placed inside all the containers.

3.2.4 Environmental Assumptions

Preservation measures are designed for onshore storage at Eemshaven with ambient conditions: temperature range 5–35 °C, relative humidity <90%. Intervals before re-application or intervention are defined per equipment class in the preservation checklists.

3.2.5 Monitoring and Documentation

All activities will be recorded in dedicated preservation and de-seafastening/reinstatement checklists, annexed to the Preservation Procedure.

These checklists will identify each equipment/system, degradation mode addressed, consumables applied, interval for re-application, and reference date of initial preservation. Company-Provided Items (CPI) – Electrolyser, Fuel Cells, BESS – will follow their vendor-specific preservation procedures (Elogen, Ballard, Freqcon, Ovivo) and checklists.

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3.2.6 References

For complete instructions, intervals, and consumable specifications (VpCI 130/137, silica gel, OEM references), see:

- *Preservation Procedure* 123A90-PML-QHSE-PRO-00126,
- *Internal Sea Fastening Procedure* 123A90-PML-QHSE-PRO-00127,
- Vendor-specific preservation manuals (Ballard R04, Freqcon Long Term Storage v3.0, Elogen Drainage & Sealing, Ovivo SWL0000767).

3.3 ASSUMPTIONS & EXCLUSIONS

Reference shall be made to the RESPONSIBILITY MATRIX, ref. Table 3 – Responsibility Matrix.

COMPANY shall provide site condition data, location access, and relevant permits based on any information required from the CONTRACTOR.

Power, water and all other services shall be free-issued by the COMPANY – The CONTRACTOR shall be responsible for making of the connections in accordance with the Preservation Plan including testing and commissioning the connection within the PERMANENT WORKS.

Any additional work outside the defined scope (e.g., external infrastructure, grid connections, site cabins and temporary facilities, security) are outside the responsibility of the CONTRACTOR, however the CONTRACTORS requirements are to be identified to COMPANY to facilitate the provision by others.

RESPONSIBILITY MATRIX - BLPH ONSHORE DELIVERY & HANDOVER

WBS L1	WBS L2	Description	CW		CW (BUSS)	CW (DOT)	Remarks & Legend: **X : Full Responsible** **O :** Responsible for part of this scope **I :** Inputs; **R :** Review / Comment ; **A** - Assist
1		**MANAGEMENT AND SUPPORT TO COMPANY FOR PERMITS AND YARD/QUAY IDENTIFICATION**	**Rosetti**	**CW**			
	1.1	Project Management and Administration (Ravenna and NL)	O	O	O		
	1.2	Interface with Local Authority and related permits etc.	A	I	X	I	Including for site offices
	1.3	Interface with Port Authority, Port pilot, harbour dues & work permits up to site	X	R	I		
	1.4	Local Civil and mechanical subcontractor, assign, supervision and coordination for foundations	A/I	I	X	R	
	1.5	Insurance - BLPH		X		X	CW until Handover - Then DOT risk
	1.6	Insurance of site works equipment	X		X		Each party insures their own tools & equipment
	1.7	Compliance with Laws, Regulations	X		X		As applicable to each work package and scope
	1.8	Facilities for Rosetti and CW personnel at BUSS site					*See 6,2 below*
	1.9	Marine Warranty Surveyor	I/A	X	A		Service free issued to RM by CW
2		**ONSHORE SITE AND QUAY INFORMATION**					
	2.1	Identification of the Location in NL		O		O	
	2.2	Documentation of the quay and civil drawings (reinforcement and calculation study)	R	I	X		
	2.3	Tide charts and meteorological data	R	I	X		
	2.4	Bathymetry from inlet port up to 120m in front of the quay	R	I	X		
	2.5	Port Authority restrictions and dimension limitation to the quay	R	I	X		Rosetti in contact with shipping agent to understadn any limitations
	2.6	Yard Surveys of existing facilities from the quay to the Site and carring out core drilling (if not available)	R	I	X		
	2.7	Yard geotechnical report	R	I	X		
	2.8	Mooring bollards (layout and load capacity with calculation notes)	R	I	X		
	2.9	Land access to the onshore Site (rules and limitations)	R	I	X	R	
	2.10	Electric power, water and drainage available on Site for Office facilities		I	X	R	available before offices arrival
	2.11	Safety and drains facilties available (Fire water lines and drains)	R	I	X	R	deliver to Rosetti before 18/04/2025 latest
	2.12	Rental cost for final Location	I	O	I	O	
	2.13	Fencing area and security guard 24/7	R	I	X	R	*to be clarified as to what is needed for construction & operations phases*
	2.14	Stabilized pathway for SPMT	I/R	I	X		
	2.15	New Hook up Interface locations and information at BUSS (water, drains, electricity, etc...)	R	I	X	R	*CW/RM to define the interface/connection point and requirements for preservation*
3		**DETAILED DESIGN FOR LAYOUT AND YARD SUPPORTS**					
	3.1	Yard and Quay capacity Check	I	R	X		
	3.2	Yard support foundation design report	I	R	X		Rosetti input to BUSS foundation design
	3.3	Yard geotechnical report	I	R	X		Rosetti input to BUSS foundation design
	3.4	Topside SPMT arrangement	X	R			
	3.5	TP SPMTs arrangement	X	R			
	3.6	Site layout - Final Position	I	I	X	I	BUSS to provide final locations on site plan for BLPH/TP/CF
	3.7	Yard support detailed drawings	I	R	X		Rosetti input to BUSS foundation design
	3.8	Procedure (Load-In manual) for transfer the BLPH and TP from the quay to the Site	X	I	R		Load-IN Manual
	3.9	Detail design of the access stair towers both side of the BLPH	I	I	X	I	Concept provided by BUSS already
4		**DETAILED DESIGN LAYOUT BARGE, MOORING AND LOAD-IN**					
	4.1	T&I management	X	R			
	4.2	Offloading / Load-In manual	X	R			
	4.3	Mooring arrangement	X	I	I		
5		**ONSHORE ACTIVITIES IN RAVENNA**					
	5.1	N/R in this matrix		n/r			

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WBS L1	WBS L2	Description	CW		CW (BUSS)	CW (DOT)	Remarks & Legend: X : Full Responsible O : Responsible for part of this scope I : Inputs; R : Review / Comment ; A - Assist
6		ONSHORE ACTIVITIES IN NL					
	6.1	Yard ancilliary equipment : cranes, trailers etc.	O	A	O		As required for 'T&I' and 'Site' work packages. Rosetti to define what is required. Rental of equipment free issued by CW under CW/BUSS contract.
	6.2	Office and Hygiene facilities	I	I	X		BUSS to provide welfare facilites & permits based on Ros numbers.
	6.3	Electric power, water and drainge availble on Site for offices	I	I	X	I	provided by BUSS within inputs from users
	6.4	Yard preparation for Foundation receiving	I	I	X		
	6.5	Levelling Yard survey from the quay to the final Site Location	I	I	X		
	6.6	Yard levelling and curing where required	I	I	X		
	6.7	Transfer BLPH from the quay by operating the SPMT to the final Location	X	R	I		
	6.8	Transfer TP from the quay by operating the SPMT to the final Location	X	R	I		
	6.9	Transfer Caisson Frame from the quay by crane	X	R	A		Crane to be supplied by BUSS - Rosetti to describe requirements
	6.10	Access tower purchase & installation	I	I	X	I	In progress by BUSS
	6.11	Waste disposal	X		A		BUSS to arrange skips for Ros use
	6,12	LV Power Supply point	I	I	X		Existing transformer or generator
	6,13	Install Earthing / Grounding rod	I	I	X		Rod installed by BUSS ; Connection by Rosetti
7		MOORING AND UNLOADING ACTIVITIES IN NL					
	7.1	Barge arrival and Mooring with harbour tags and harbour pilots	X	R	I		
	7.2	Barge mooring for load in (tugs assistance)	X	R	I		if required
	7.3	Mooring Operations (winches, bollards, mooring lines, external pumps)	X	R	I		
	7.4	Multi wheel positioning under BLPH and TP	X	R	I		
	7.5	Cut seafastening and transfer BLPH and TP on SPMT	X	R	I		
	7.6	Lay down and fix in position transition Plate from barge to the quay	X	R	I		
	7.7	Offload BLPH and TP from barge to the quay by operating the SPMT	X	R	I		
	7.8	Idem Pos 6.6 to 6.9 for TP and Caisson frame	X	R	I		
	7.9	Demob facilities for load-in operation	X	R	I		
	7.10	Crane for Caisson Frame offloading					See item 6.1
8		HOOK-UP FOR PRESERVATION					
	8.1	Preservation Procedure	X	I			Ros for BLPH - CW to provide Input (I) for CPI
	8.2	Hook-up interface detail design revision	X	R	A	R	Refer to 2.15
	8.3	Hook-up activities to maintain Preservation mode	X	R	A	R	

Table 3 – Responsibility Matrix

3.4 HIGH LEVEL STRATEGY

CONTRACTOR is presenting in the following picture the High Level Project Execution Strategy, showing that Rosetti Marino will lead and will be responsible for all the activities in the project execution.

The picture shows also the main subcontracts foreseen. With the aim of providing the best services for the 'BLPH Project', Rosetti Marino' strategy IN FACT, is to involve specialised partners with extensive experience in their field of expertise, namely The Contractor will rely on SARENS NV's expertise for SPMT operations and worksite knowledge, and on BROEKMAN EEMSHAVEN SERVICES's expertise for logistics services, liaison with the competent authorities, and the recruitment of specialized personnel (e.g., welders, grinders, scaffolders, etc.).

Rosetti Marino will coordinate the activities taking advantage of the experience of each of these companies in their respective core business.

Rosetti Marino – Main EPC Contractor
SARENS – Load-in operations Contractor
Broekman Eemshaven Services – Shipping and Logistics services
Broekman Eemshaven Services – Hiring of specialized personnel (i.e. welders, grinders, scaffolder etc.)

Figure 4 - Rosetti Marino's High Level Project Execution Strategy

3.5 WORKSITE LOCATIONS

The work will be carried out within the port areas of Eemshaven, managed by the terminal operator BUSS.

A team of specialists representing the CONTRACTOR will be mobilized on site to manage and coordinate the activities performed both by the CONTRACTOR and its subcontractors.

Support from the Rosetti organization will be ensured and provided remotely from the company's offices in Ravenna, Italy.

4 ORGANISATION AND PERSONNEL

The Contractor's organization will remain the same as established during the onshore phase of the Project and is already familiar to the Company. All roles will continue to be covered, although some with a reduced level of involvement given the final stage of the Project.

In any case, the organizational structure and the key reference figures already known to the Client will remain available.

- Project Manager (PM)
- Project Control Manager (PCM)
- Project Quality Manager (PQM)
- Project HSE Manager (PHSE)
- Project Engineering Manager (PEM)
- Project Procurement Manager (PPM)
- Project Construction Manager (PCM)
- Project Commissioning Manager (PCOM)
- Marine Operations Manager

The personnel who will be present on site are represented in the following organisation chart:

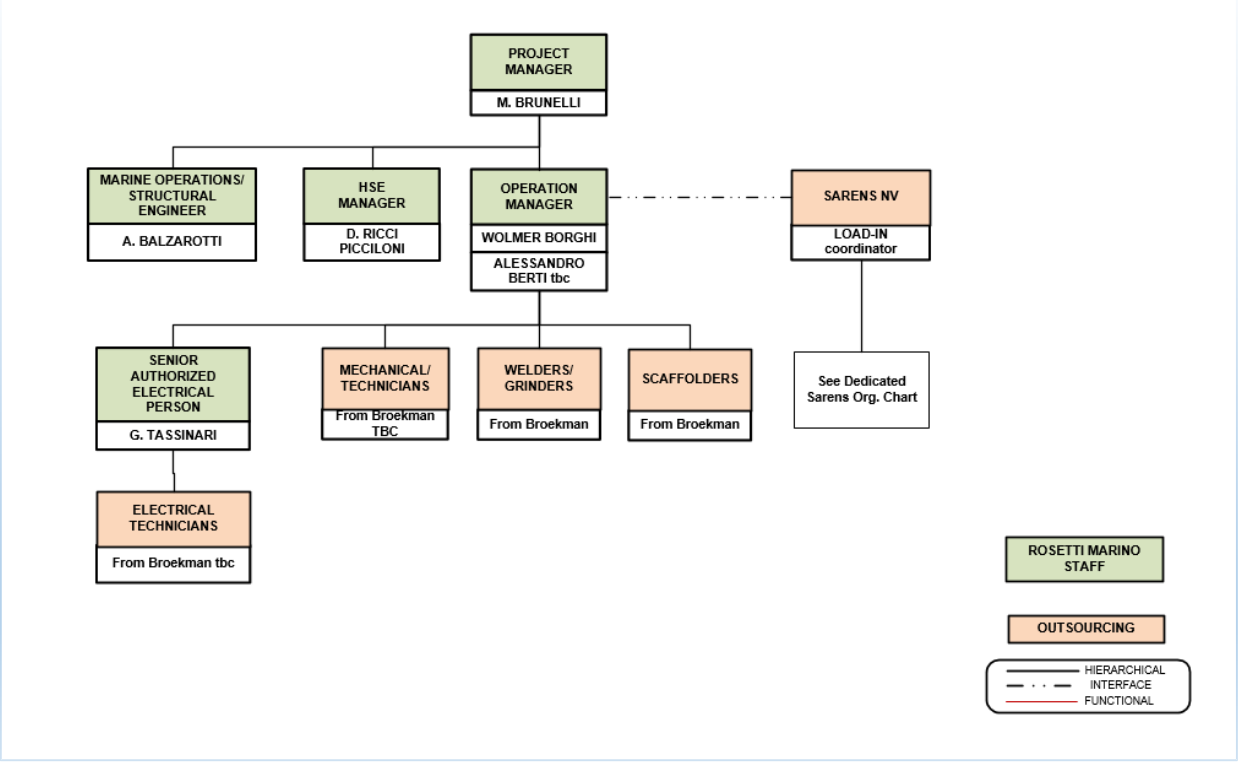


Figure 5- Organisation Chart

5 SUBCONTRACTING STRATEGY

The subcontractors selected by the CONTRACTOR are recognized experts in their respective fields, with proven experience and solid track records in similar projects. Their expertise and reliability ensure that the activities within their scope will be carried out in full compliance with the required standards of quality, safety, and performance.

In this specific case, there are two main subcontractors engaged by the CONTRACTOR, each entrusted with distinct responsibilities according to their area of expertise:

SARENS NV responsible for SPMT operations and for providing technical know-how related to the movement and positioning of heavy loads within the site.

BROEKMAN LOGISTICS SERVICES in charge of logistics services, liaison with the competent authorities, and the recruitment of specialized manpower (e.g., welders, grinders, scaffolders).

Given the specific nature of the activities related to Marine Operations and SPMT movements, a high-level responsibility matrix between the Contractor and the subcontractor Sarens NV is provided below.

This allocation of responsibilities also serves as a checklist to ensure proper preparation and alignment prior to the execution of the operations.

1.1 Preparation Stage

	General Engineering & Ground Preparations	ROS	Sarens	Remarks
1.	Clients items engineering studies, drawings, plot plans	X		
2.	Sarens equipment engineering		X	
3.	Dimensions and CoG determination - Clients items	X		
4.	Sub-soil responsibility: hardening / compacting / backfill	X		
5.	Ground bearing capacity for SPMT operations	X		ground bearing cap. < 6t/m^2
6.	Ground levelling	X		max deviation: ± 0.3° from 0°
	Document deliverables			
7.	Method statements & risk assessment related to Sarens operations & equipment		X	
8.	Overall Method statements & risk	X		
9.	SHEQ Plan related to Sarens operations & equipment		X	
10.	Overall Project Execution Plan	X		
11.	Ballast Load-in manual	X		Sarens will endorse

1.2 Mobilisation & Demobilisation Stage

	Sarens Equipment	ROS	Sarens	Remarks
1.	Mobilisation of Sarens equipment		X	DAP up to BUSS Eemshaven, NL Inco terms 2010
2.	Demobilisation of Sarens equipment		X	EXW from BUSS Eemshaven, NL Inco terms 2010
3.	Port duties	X		If applicable
4.	Site Access (roads / bridges / overhead obstacles /…)	X		
5.	Auxiliary Equipment to (un)load trucks with Sarens equipment on site		X	
6.	Auxiliary Personnel to (un)load trucks with Sarens equipment on site		X	
7.	Auxiliary Equipment to (dis)assemble Sarens equipment		X	
8.	Auxiliary Personnel to (dis)assemble Sarens equipment		X	
9.	Spare parts		X	
10.	Free storage facility for Sarens equipment in the period between disassembly and shipment of the Sarens equipment	X		
	Sarens Personnel			
11.	All transport between place of origin and site		X	
12.	Job induction program for Sarens personnel		X	
13.	Site Access Permits	X		

1.3 Execution Stage – General

	Sarens Equipment	ROS	Sarens	Remarks
1.	Standard slings & shackles to assemble Sarens equipment		X	
2.	Equipment maintenance		X	
3.	Protection of Sarens Equipment against theft and vandalism		X	Closed site deemed suitable
4.	Weather forecasting	X		
	Sarens Personnel			
5.	Accommodation and Food according to international standards		X	
6.	All travel between hotel and site		X	
7.	First aid medical assistance for Sarens personnel	X		
8.	Standard PPE (hard hat/gloves/overall/safety shoes/glasses/ear protection)		X	non-standard + public protection means by Client
9.	SHEQ manager/ Officer	X		
10.	Operators		X	
11.	Riggers	X		For crane operations
12.	Supervision & Management		X	
13.	Load-in Manager / Coordinator			Sarens will provide experienced crew to perform the works
14.	Barge trim monitoring during load-in operations		X	Only visual monitoring performed by Sarens crew (no monitoring system involved)
	Site			
15.	Site office / Change room / Sanitary facility		X	
16.	Communication (landline phone & internet connection)		X	
17.	Radio Communications	X	X	
18.	Sufficient storage and maintenance facility for Sarens equipment	X		BUSS
19.	Sufficient assembly / disassembly area on the indicated places.	X		BUSS
20.	Power provision for Sarens equipment	X		BUSS 32Amp at max 3m of Sarens equipment

21.	Water potable & construction	X		BUSS
22.	Consumables; Fuel & lubricants			See fuel specification at Specific Conditions
23.	Lighting during evening/night operations	X		BUSS Minimum 200 Lux
24.	Site Security & protection of Sarens equipment and personnel.	X		BUSS
25.	Waste treatment and removal	X		N/A
26.	Transport and operation zone clearance and appurtenances (fencing ! flagmen ! ...)	X		Under BUSS control
27.	All access means like aerial platforms, scaffolding,..., etc.	X		Under BUSS control
	Operations	**ROS**	**Sarens**	**Remarks**
28.	On site transport of Sarens Equipment after arrival or prior to departure		X	
29.	Levelling and alignment	X		N/A
30.	Welding and flame cuttings work as required	X		
31.	Third party verification Check on client's items	X		

1.4 Execution Stage – Heavy Transport

	Engineering	**ROS**	**Sarens**	**Remarks**
1.	SPMT configurations & transport drawings		X	
2.	Engineering load-in operation		X	
3.	Design of any reinforcements on the TOPSIDE in relation to the operations.	X		
4.	Grillage / saddle arrangements Client's items	X		
5.	Fillings between trailers and Client's items		X	
6.	Load spreading between load & trailers		X	
7.	Protection arrangements on load/ trailers		X	
8.	Verify structural strength of load, quay & route	X		
	Supply			
9.	Supply & installation of suitable transport grillage/ saddles	X		
10.	Supply of additional transport apparel (ramps)		X	RoRo ramps 5.8m for load-in
11.	Supply of set-off means e.g. elephant feet	X		
12.	Permits related to all operations	X		
13.	Signalisation	X		
14.	Road protection, civil works, etc. (route free of obstacles)	X		
	Operations			
15.	Loading & lashing on SPMT's	X	X	Sarens will undertake lashing based on position defined by RM
16.	Clients items to be received at indicated height, with sufficient free height to install SPMT with load spreading	X		
17.	Alignment of the items during the operations		X	

1.5 Execution Stage – Barges/ Water transport

	Engineering	**ROS**	**Sarens**	**Remarks**
1.	Details of barge	X		
2.	Ballasting arrangements (incl. access to ballasting systems: manholes)	X		Manholes must be free to insert submersible ballasting pumps
3.	Weight + location of COG of TOPSIDE	X		
4.	Drawings of TOPSIDE in load out condition	X		
5.	Engineering of the ballasting operation for the load-in	X		
6.	Engineering of the mooring operation for the load-in	X		
7.	Engineering of the link span bridges for load-in		X	
8.	Mooring arrangements	X	X	Mooring arrangement by RM
9.	Sea/River fastening arrangements	X		
10.	Deck strength in relation to the load	X		
11.	Stability of the configuration during operations		X	Limited to load in operation
12.	Barge longitudinal bending moment due to trailer load	X		
13.	Verify structural strength of load, quay & route	X		
14.	Engineering related to barge – other than indicated in point 6 above	X		
	Supply			
15.	Berth availability for water transport equipment (draught, quay access, etc.)	X		
16.	Details Ro-Ro ramps for load out		X	
17.	Ballasting equipment		X	12 Pumps 4 x Operators
18.	Supply of winches	X		
19.	Supply & Installation of grillage	X		
20.	Supply & Installation of sea fastening	X	X	Sarens can provide hot work team @ 800 EUR per person
21.	All reinforcements on the units of the client.	X		
22.	Maritime warranty surveyor	X		

23.	Extra Maritime warranty surveyor requirements	X		
24.	Demurrage costs	X		Sarens will not take responsibility for Vessel/ Berth charges in case of weather delays.
	Operations			
25.	Burning & fitting/welding activities in relation client's item	X		
26.	Positioning & mooring of the barge	X		
27.	Ballasting for load out operation		X	12 Ballast Pumps
28.	Positioning / maneuvering barge in line with load-out quay	X		
29.	Repairs of minor damages to client's to be handled items caused by 'normal' Sarens operations	X		

Table 4 – Responsibilities between CONTRACTOR and SARENS NV

During Project execution, Subcontractors will comply with CONTRACTOR's QHSE procedures and work instructions. To ensure compliance with CONTRACTOR QHSE management system, periodical inspections and audits will be carried out. Moreover, a Quality and HSE coordination meeting will be held daily, involving the supervisors of each Subcontractor.

6 HEALTH, SAFETY, AND ENVIRONMENTAL (HSE) MANAGEMENT SUMMARY

CONTRACTOR's HSE Policy, Objectives and Strategy for the Project execution will ensure the commitment, organization, systems, and resources necessary to meet the COMPANY's HSE Expectations, to comply with the CONTRACTOR HSE system and to ensure full compliance with current HSE legislation.

During the planning of the work execution, the HSSE aspects of the load in, installation and preservation activities are evaluated, and a HIRA workshop has been carried out to ensure that the operation takes place in compliance with safety and environmental standards, reducing or eliminating the risks present during the operational phases and resolving any interference in the activities.

The outcome of the workshop has been collected into the HIRA Report Load-In operations (Ref. 123A90-PML-QHSE-RE-00129). All the actions arising from the workshop must be closed before the start of the work.

6.1 ONSHORE HSSE PLAN

The management of the HSSE aspects related to the load-in, installation and preservation works at Eemshaven, including BUSS Terminal Eemshaven's worksites, has been reported into a specific Onshore HSSE Plan (Ref. 123A90-PML-QHSE-PL-00128).

The rules and programs outlined in the document aimed to ensure compliance with applicable International Standard, IOGP report n.577, local regulations and the contractual and legislative HSSE standards during the various phases of the work.

The document defines:

- Principal roles involved in the management of health, safety, and environmental aspects during these project activities,
- The CTR's policy on health, safety, and environmental protection,
- Risk Management,
- Coordination and subcontractor management,
- Education, Information and Training Program,
- HSSE Key Performance Indicator,
- Emergency and management of unplanned events.

CONTRACTOR will ensure through periodic verification that the Onshore HSSE Plan is being implemented as planned, is effective and continually improving.

7 PHASE 1 – ONSHORE MARINE OPERATIONS

Phase 1 of the Marine Operations is structured around two main stages:

1. Arrival of the convoy

The convoy is scheduled to enter the port area of Eemshaven and moor at the quay in Beatrixhaven, see Figure 6 - Eemshaven Port Area.This includes the management of port formalities, entry into the harbor, mooring, and securing of the barge.

A safety inspection will be conducted to declare the barge and the BLPH accessible, allowing preparatory works for the subsequent phase to begin, as detailed in relevant checklist.

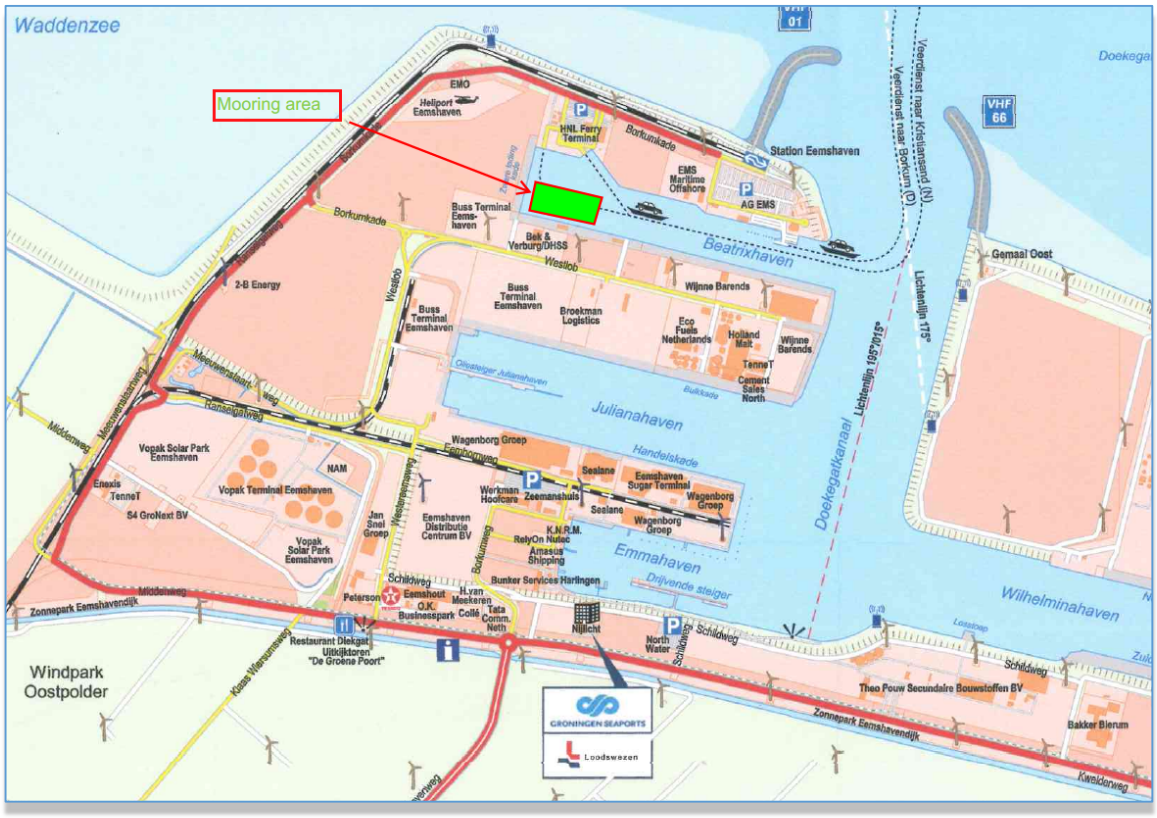


Figure 6 - Eemshaven Port Area

These preparatory works include:

- ballasting the barge to achieve the correct trim,
- installation of the scaffolding required to provide safe access for personnel tasked with hot-cutting the grillage and sea-fastening where needed,
- preparation for the boarding of the SPMTs.

2. Load-in of the PERMANENT WORK

The unloading sequence of the units is defined as follows:

- Caisson Frame (CF) – to be handled with a crane provided and operated by BUSS.
- BLPH, Transition Piece (TP) – both executed using SPMTs,

The load in method, considered by CONTRACTOR, considers the use of Self-Propelled Multi-wheel Trailers (SPMTs) made available by SARENS NV.

Load in will be carried out in accordance with the Load In procedure developed during the Project execution, after its approval by Company and MWS and operations shall be carried out according to the following sequence:

- Positioning of the SPMTs under the BLPH.
- Takeover and lifting of the BLPH.
- Transfer of the BLPH from the barge to the quayside.
- Temporary placement of the BLPH within the yard area, kept on the SPMTs.
- Positioning of a second set of SPMTs under the TP.
- Transfer of the TP from the barge to the quayside.
- Transport of the TP along the designated route to its final position in the yard.
- Once the TP is in place, the BLPH is also moved.
- The BLPH is brought close to its final position and level measurements are taken.
- Final positioning and setting of the BLPH.
- Demobilization of all SPMTs.
- In parallel, unloading of the CF with the use of a crane (operated by BUSS).
- Subsequent transport of the CF from the quayside area to its final location (operated by BUSS).

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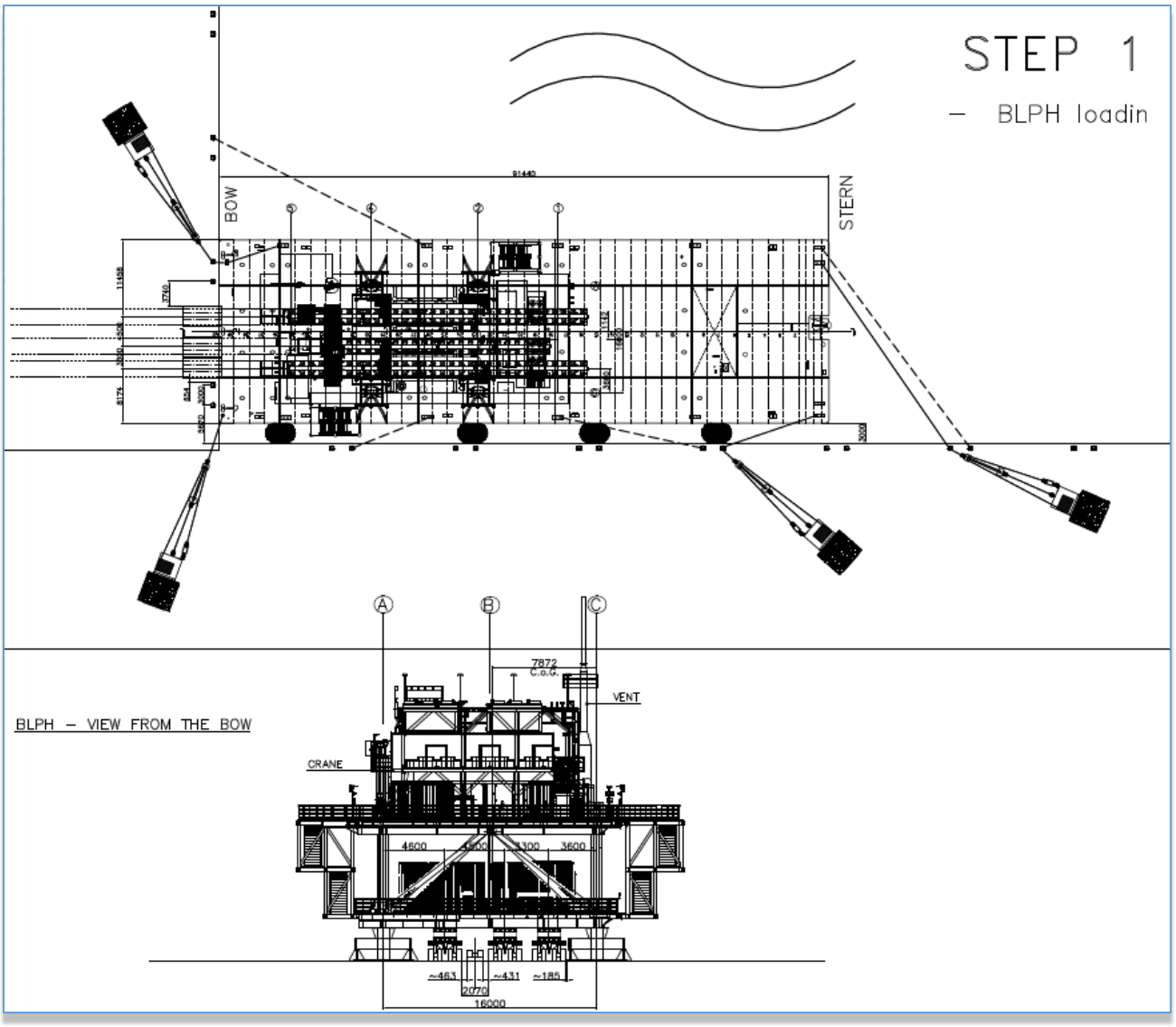


Figure 7 - BLPH Load In, general view

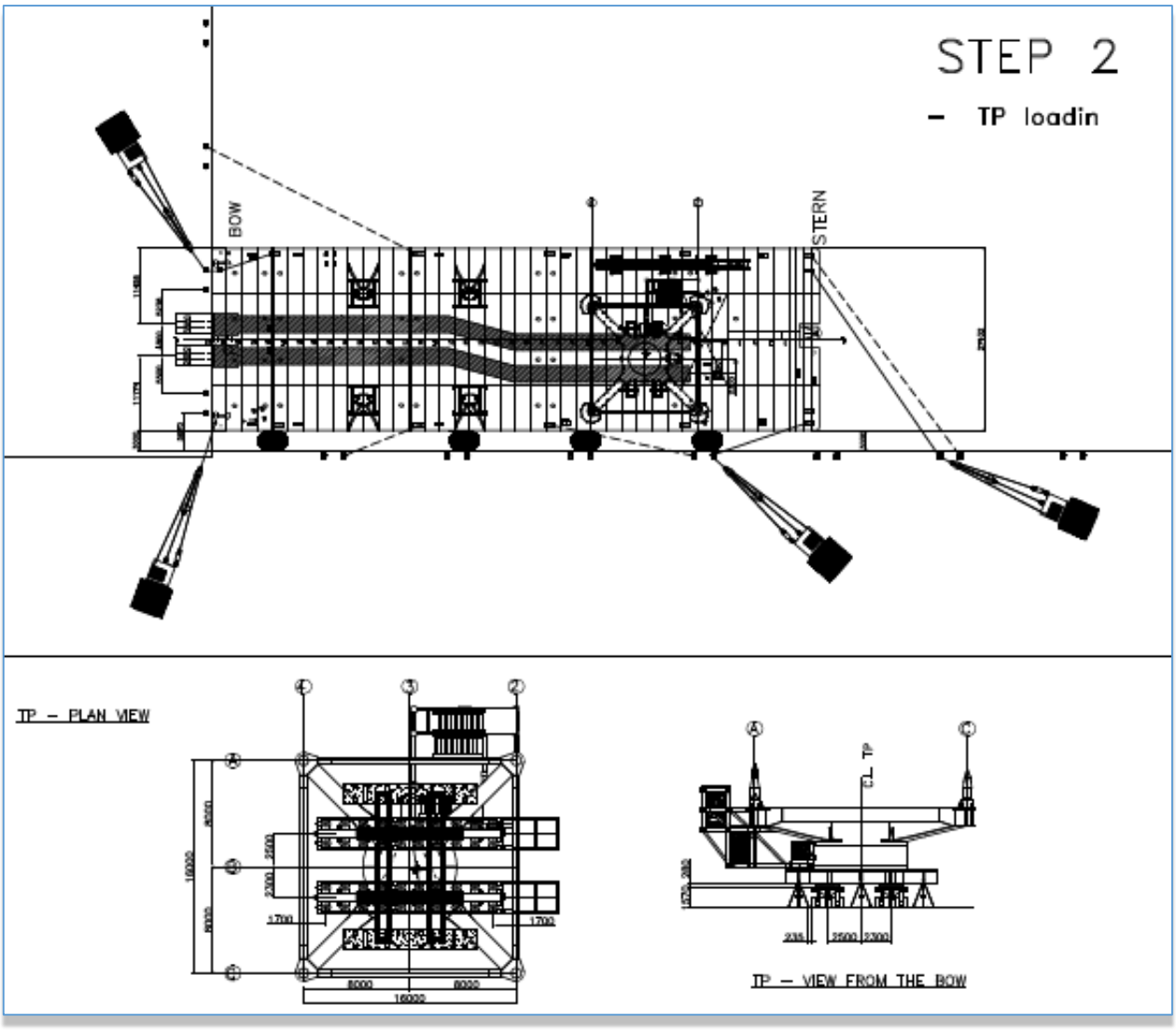


Figure 8 - TP Load In General view

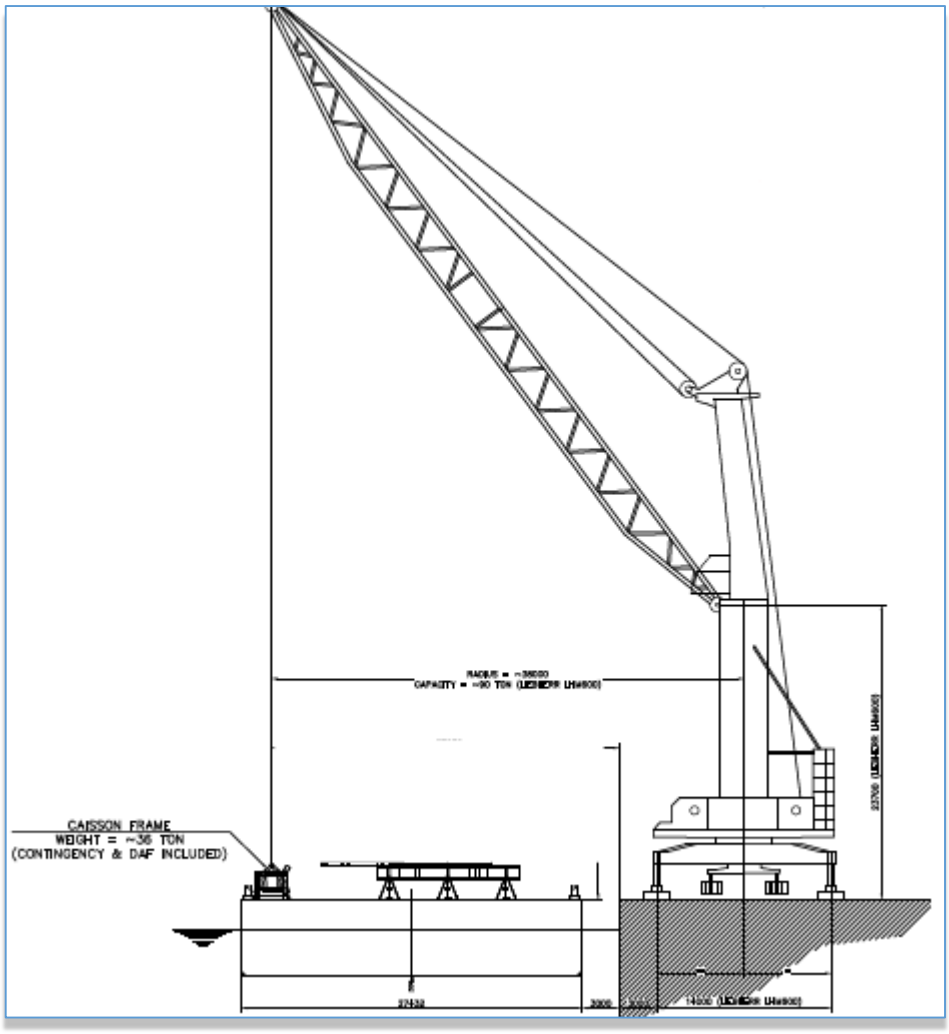


Figure 9 – Caisson Frame Load In

The information provided here is for descriptive purposes only: all technical details relating to the use of SPMTs, considerations regarding tidal variations, weather conditions, mooring calculations, coordination of activities and HSE requirements are contained in the specific documents listed in Chapter 2.1.

8 PHASE 2 – HOOK UP WORKS AND PRESERVATION

Phase 2 is also divided into two stages:

1. Hook-up works

- Access and inspection: before commencing activities, access to the platform will first be granted by BUSS. A joint inspection by all parties will then be conducted to verify that no damage has occurred during transport and 'safe-state' of the platform has been achieved, as confirmed against a relevant checklist.
- Removal of sea-fastening: The Contractor will proceed with the removal of internal sea-fastening only where this is required for preservation of the Platform. If the preservation applied for transport is confirmed intact and effective, sea-fastening elements may be temporarily maintained as part of the overall protection strategy, if required by the preservation checklists. All activities of removal and reinstatement will be tracked through dedicated checklists.
- Completion of remaining installations: the Contractor's scope also includes the completion of pending items, such as safety equipment that was not installed prior to sailaway.
- Electrical works

  Additional electrical activities are planned:

– The BLPH must be connected to the low-voltage system available on site.
– For this purpose, the Contractor will connect the junction box (JB) installed on the BLPH – previously used during construction works in Italy – to the BUSS site cabin (plug details: 63A 400V 6h).
– Once connected, both the main and emergency lighting circuits will be energized (refer to Figure 12 - Temporary Power Supply Scheme)
– Install portable battery-powered LED lights and a charging station inside a container
– Once the cables have been laid on the ground, they will be protected with dedicated covers.
– Energize BESS LV supply and test BESS emergency systems for detection of thermal runaway.
– Install temporary F&G detection equipment in containers.
– Grounding connections: the BLPH will be connected to the grounding system provided by BUSS (six grounding bars will be installed).

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Figure 10 - BUSS electrical cabin



Figure 11 - Plugs details

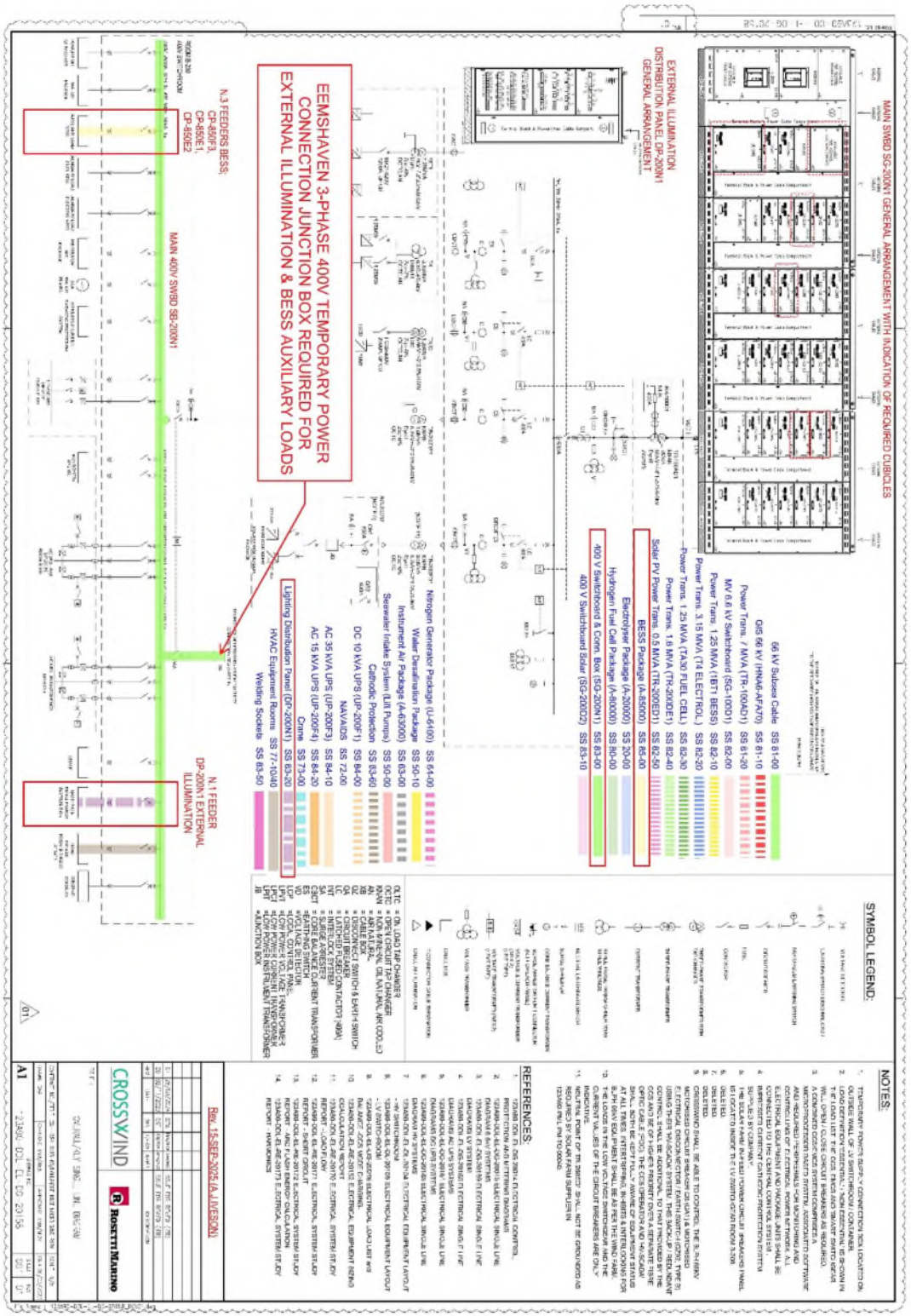


Figure 12 - Temporary Power Supply Scheme

2. Preservation

Refer to #3.2

9 TIMELINE AND RESOURCES

ID	Activities	Priority	Hrs	Hr/day	N. people	Days	Comments	day -2	day -1	day 0	day 1	day 2	day 3	day 4	day 5	day 6	day 7	day 8	day 9	day 10	day 11	day 12	day 13	day 14	day 15
								24-set	25-set	26-set	27-set	28-set	29-set	30-set	01-ott	02-ott	03-ott	04-ott	05-ott	06-ott	07-ott	08-ott	09-ott	10-ott	
								W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	
	ONSHORE EEMSHAVEN		2240			93		0	0	0	8	14	15	13	22	12	16	4	0	15	21	24	20	26	
1	BARGE ARRIVAL, LOAD-IN AND SET DOWN IN FINAL POSITION (PHASE 1)		1630			55		0	0	0	8	14	15	13	22	12	16	4	0	15	21	24	20	12	
1.1	Kick off for phase 1 (depending on barge arrival)		0	10		0	ALL	-																	
1.2	Fenders (n°4) positioning along the quay		20	10	2	1	ROS (BROEKEMAN)				2														
1.3	Barge arrival and access to the port area		0	10		1	OCEAN - CW to provide crane LHU600				-														
1.4	Barge mooring by mooring lines on the quay's bollards according to mooring arrangement		40	10	4	1	ROS (BROEKEMAN)				4														
1.5	Positioning of the gangway		20	10	2	1	ROS (BROEKEMAN - CW to provide crane)				2														
1.6	Opening of the manholes and scaffolding installation around the holes		20	10	2	1	OCEAN					2													
1.7	Installation of scaffolding to reach BLPH seafastening cut-lines		60	10	3	2	ROS (BROEKEMAN)					3	3												
1.8	Installation of scaffolding to reach TP seafastening cut-lines		60	10	3	2	ROS (BROEKEMAN)					3	3												
1.9	Grillage (wood elements) removal - Caisson Frame - Cold Works		20	10	2	1	ROS (BROEKEMAN)					2													
1.10	Lifting and unload of the Caisson Frame with crane LHU600 and relevant rigging tools		20	10	2	1	ROS (BROEKEMAN - CW to provide crane LHU600)					2													
1.11	Movement of Caisson Frame to its final position on the supports with reachstacker (change of the rigging)		20	10	2	1	ROS (BROEKEMAN - CW to provide reachstacker)					2													
1.12	Gas free declaration (authority to be notified 3 days earlier)		20	10	2	1	ROS (BROEKEMAN)						2												
1.13	Winches and fairleads (n°3) positioning on the barge		0		3		ROS (BROEKEMAN / SARENS - CW to provide crane)						3												
1.14	Winches and fairleads (n°3) installation on the barge - Hot Works		60	10	3	2	ROS (BROEKEMAN / SARENS)							3	3										
1.15	NDT on welding		0		1		ROS (BROEKEMAN)								1										
1.16	Set out steel winchcables (no tension)		0				ROS (SARENS - CW to provide crane)								i.a.										
1.17	Hinges/wedges for link span/ramps welding on the deck - Hot Works		30	10	3	1	ROS (BROEKEMAN / SARENS - CW to provide crane)							3											
1.18	NDT on welding		0		1		ROS (BROEKEMAN)							1											
1.19	Lifting, positioning and installation (incl. Functional test) of barge ballasting equipment on the deck		120	10	4	3	ROS (SARENS - CW to provide crane)								4	4	4								
1.20	Pre-ballasting of barge till allowable draft in parallel position		0		4		ROS (SARENS / OCEAN - barge ballast system)										4								
1.21	Removal of any obstacle on the SPMT's way - Hot Works		20	10	2	1	ROS (BROEKEMAN)							2											
1.22	Seafastening removal (chainblock necessary) - BLPH - Hot Works		40	10	2	2	ROS (BROEKEMAN - CW to provide crane)							2	2										
1.23	Seafastening removal (chainblock necessary) - TP - Hot Works		40	10	4	1	ROS (BROEKEMAN - CW to provide crane)								4										
1.24	Dismantling of scaffolding to reach BLPH seafastening cut-lines		30	10	3	1	ROS (BROEKEMAN)								3										
1.25	Dismantling of scaffolding to reach TP seafastening cut-lines		30	10	3	1	ROS (BROEKEMAN)								3										
1.26	Arrival and site induction of personnel		0				ROS (SARENS)							-	-										
1.27	SPMT for BLPH preparatory works (n°88 axes)		120	10	4	3	ROS (SARENS)								4	4	4								
1.28	SPMT for TP preparatory works (n°20 axes)		120	10	4	3	ROS (SARENS)								4	4	4								
1.29	Installation of transport structure on SPMTs (19 supports)		0		4		ROS (SARENS)											4							
1.30	**Stand-by due to weather condition**																								
1.31	Ballasting activities before BLPH load-in and tensioning of steel wire mooring lines		40	10	4	1	ROS (SARENS)													4					
1.32	Link span/ramps (n°3x3) positioning on the deck		30	10	3	1	ROS (SARENS - CW to provide crane)													3					
1.33	Positioning of the SPMT under BLPH and ready for operations		40	10	4	1	ROS (SARENS)													4					
1.34	Positioning of the SPMT under TP and ready for operations		40	10	4	1	ROS (SARENS)													4					
1.35	Remove Link span/ramps + slack winch cables		0				ROS (SARENS - CW to provide crane)													i.a.					
1.36	Dimensional check of TP supports and BLPH foundations		20	10	1	2	ROS														1	1			
1.37	Remove last 10% of BLPH seafastening including scaffolding if necessary		0		4		ROS (BROEKEMAN - CW to provide crane)														4				
1.38	Tensioning mooring lines + install ramps		0		3		ROS (SARENS - CW to provide crane)														3				
1.39	Load-in of the BLPH and movement to temporary storage (BUSS) area		40	10	4	1	ROS (SARENS)														4				
1.40	Removal of "orange cargo strap" at height from BLPH with MEWP		20	10	2	1	ROS (BROEKEMAN - CW to provide MEWP)														2				
1.41	Remove ramps + slack winch cables		0		3		ROS (SARENS - CW to provide crane)														3				
1.42	Ballasting activities during and after BLPH load-in and repositioning of the pumps for TP load-in		40	10	4	1	ROS (SARENS - CW to provide crane)														4				
1.43	Remove last 10% of TP seafastening including scaffolding if necessary		0		4		ROS (BROEKEMAN - CW to provide crane)																4		
1.44	Tensioning mooring lines + install ramps		0		3		ROS (SARENS - CW to provide crane)																3		
1.45	Load-in of the TP and movement to its final position on the supports		40	10	4	1	ROS (SARENS)																4		
1.46	Dimensional check of TP on the supports		10	10	1	1	ROS																1		
1.47	Remove ramps + slack winch cables		0		3		ROS (SARENS - CW to provide crane)																3		
1.48	Removal of SPMT (n°20 axes) under the TP and demob		40	10	4	1	ROS (SARENS)																4		
1.49	Ballasting activities during and after TP load-in		40	10	4	1	ROS (SARENS)																4		
1.50	Movement of BLPH to its final position on the foundations		40	10	4	1	ROS (SARENS)																	4	
1.51	Dimensional check of BLPH on the foundations		10	10	1	1	ROS																	1	
1.52	Removal of SPMT (n°88 axes) under the BLPH and demob		40	10	4	1	ROS (SARENS)																	4	
1.53	Wedges cutting and removal from the deck - Hot Works		30	10	3	1	ROS (BROEKEMAN)																	3	
1.54	Lifting and demob of barge ballasting equipment from the deck and closure of the manholes		80	10	4	2	ROS (SARENS - CW to provide crane)																	4	4
1.55	Removal and demob of winches and fairleads (n°3)		80	10	4	2	ROS (BROEKEMAN / SARENS - CW to provide crane)																	4	4
1.56	Removal of the gangway		20	10	2	1	ROS (BROEKEMAN - CW to provide crane)																	2	
1.57	Barge and tug demob		0			1	OCEAN																	-	
1.58	Removal and demob of fenders (n°4)		20	10	2	1	ROS (BROEKEMAN / SARENS)																	2	

ID	Activities	Priority	Hrs	Hr/day	N. people	Days	Comments	day -2	day -1	day 0	day 1	day 2	day 3	day 4	day 5	day 6	day 7	day 8	day 9	day 10	day 11	day 12	day 13	day 14	day 15	day 16	day 17	day 18	day 19	day 20	day 21	day 22
								24-set	25-set	26-set	27-set	28-set	29-set	30-set	01-ott	02-ott	03-ott	04-ott	05-ott	06-ott	07-ott	08-ott	09-ott	10-ott	11-ott	12-ott	13-ott	14-ott	15-ott	16-ott	17-ott	18-ott
								W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa							
2	HOOK UP AND PRESERVATION (PHASE 2)		610			38		0			0	0	0	0	0	0	0	0	0	0	0	0	0	14	12	8	12	0	0	0	0	0
2.1	Installation of temporary access stairs (n°2)		0			1	CW (BUSS)																	-							
2.2	Joint HSSE walkdown before any activities on BLPH incl. level of nitrogen in the lines		0			1	CW + ROS																	-							
2.3	Connection of earthing cable from BLPH to grounding rod		30	10	3	1	ROS (BROEKEMAN)																	2							
2.4	Removal of internal seafastening from BLPH (BESS and B-200)	1					ROS (BROEKEMAN)																	4	4	2	2				
2.5	Installation of safety and firefighting equipment on the BLPH (only items defined by CW)		80	10	4	2	ROS (CW to instruct)																	4	4						
2.6	Positioning of temporary lights in the containers (B-200 and BESS)	1	40	10	4	1	ROS (BROEKEMAN)																	4							
2.7	Temporary F&G system installation (B-200)	1	0	10		1	ROS (BROEKEMAN)																	i.a.							
2.8	Removal of internal seafastening from BLPH (Electrolyzer) - possibly before flushing of stacks planned for the 10/10	2	0			4	ROS (BROEKEMAN)																	i.a.	i.a.	i.a.	i.a.				
2.9	Removal of internal seafastening from BLPH (B-100 and B-300)	2	0			4	ROS (BROEKEMAN)																	i.a.	i.a.	i.a.	i.a.				
2.10	Removal external seafastening from BLPH	2	160	10	4	4	ROS (BROEKEMAN)																	i.a.	i.a.	i.a.	i.a.				
2.11	Positioning of temporary lights in the containers (Electrolyzer) - possibly before flushing of stacks planned for the 10/10	2	0			1	ROS (BROEKEMAN)																	i.a.							
2.12	Positioning of temporary lights in the containers (B-100 and B-300)	2	40	10	4	1	ROS (BROEKEMAN)																	i.a.							
2.13	Temporary F&G system installation (B-300)	2	0			2	ROS (BROEKEMAN)																	i.a.							
2.14	Cable pulling from BLPH junction box to "transformer house"		60	10	3	2	ROS (BROEKEMAN)																		2	2					
2.15	Inspection and restoration (if any) of preservation		90	10	3	3	ROS (BROEKEMAN)																		2	2	2				
2.16	Installation of cable's mechanical protection (bumpers) on the ground		20	10	2	1	ROS (BROEKEMAN)																				2				
2.17	Termination and connection of the cable with the "transformer house"		20	10	2	1	ROS (BROEKEMAN)																				2				
2.18	Continuity check of the LV cable		10	10	1	1	ROS (BROEKEMAN)																				1				
2.19	Emergency lighting fixtures battery connection (incl. Scaffolding and/or similar)		40	10	2	2	ROS (BROEKEMAN)																			2	2				
2.20	LV switchboard and lighting energisation + LOTO on the remaining switches		20	10	2	1	ROS (BROEKEMAN)																				1				
2.21	Installation of temporary siren		0	10		1	ROS (BROEKEMAN)																				i.a.				
2.22	Energization of 400V LV supply to the BESS		0	10		1	ROS (BROEKEMAN)																				i.a.				
2.23	Final walkdown and handover activities		0	10		2	CW + ROS																						-		

Legenda

i.a.	included above
-	in charge of CW
-	in charge of ROS
-	in charge of CW+ROS
-	ALL involved
TBD	Number of direct people and duration not yet evaluable

Figure 13 - Timeline and resource plan

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