Robin Rigg OWF

Proposal for Scour protection on B5.

14 April 2026

Prepared for: RWE

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1 Introduction

1.1 Purpose of document

This document presents a commercial and technical proposal to RWE from Rohde Nielsen for the rock installation services in relation to scour protection for Tender ref. RWE - RR-MC-OPS-482 tender about scour protection for the WTG B5 at the Robin Rigg Offshore wind farm.

1.2 Project Description

The Robin Rigg Offshore Wind Farm (RROWF) is in the Solway Firth, 13.5km off the coast of Cumbria and 9km off the coast of Dumfries and Galloway. The wind farm consists of 58, 3.0MW V90 Vestas turbines on a monopile foundation.

The tender technical specification describes that installation of score protection shall only apply to one WTG at location B5. However, RN propose to include the option of one additional WGT location.

A research programme has been completed to assess the most suitable type of scour protection for installation on the site. This has confirmed that loose rock armour can best accommodate the challenging site conditions.

2 Company Information

2.1 Introducing Rohde Nielsen

Established in 1968 and with its Head Office in Copenhagen (Denmark), Rohde Nielsen A/S (RN) is a privately owned, worldwide operating, Dredging and Marine Contractor.

Rohde Nielsen A/S owns and operates a fleet of 45 specialized dredging units and is amongst the ten largest dredging companies in the world and it ranks number five in the listing of globally operating dredging companies (Rabobank, 2013).

The location of RN projects worldwide is shown in the map in Figure 2 below.

During the years the company has grown gradually and organically - in today's shape Rohde Nielsen greatly operates independent of the dominant suppliers in the dredging industry.

With more than 50 years of experience in numerous prestigious projects, our services include:

- Dredging (Capital and Maintenance)
- Land reclamation and Port Development
- Beach Nourishment and Coastal Protection
- Rock Installation (with fall pipe and wire-grab)
- Mattress Installation
- Trench dredging & Backfilling for cables and pipelines
- Boulder removal to prepare offshore installation areas
- Winning and delivery of sand and aggregates
- Pre-Sweep / sand wave dredging
- Massflowing
- Seabed Reinstatements
- General Landfall services

2.2 Our own repair facility

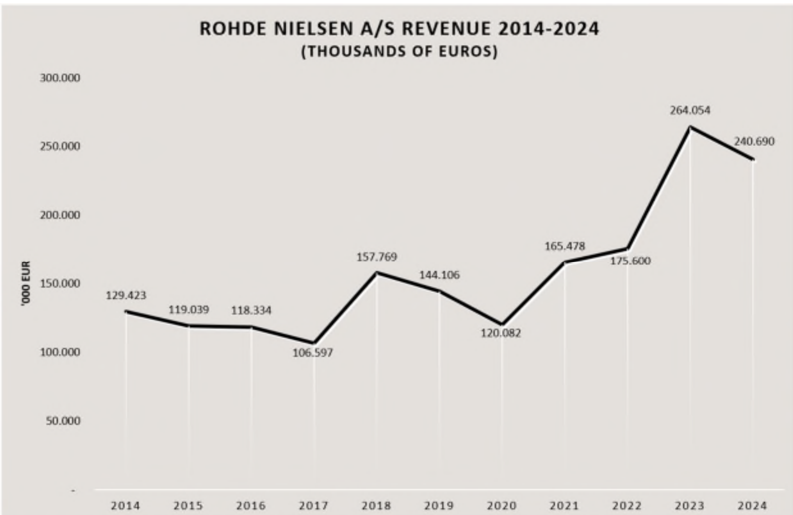
To uphold efficiency and minimize operational down time, we have our own repair yard and a logistics centre, located in Grenaa, Denmark. From here, we support our entire fleet around the clock and around the world.

Having our own competent shipyard enables us to create customized technical solutions, significantly improving our competitive abilities in the market. It also presents incomparable opportunities in respect of sustainability. In our shipyard we can fabricate, renovate, restore, recycle and modernise spare parts as well as entire units. This facilitates substantial lifetime extension of our equipment, significantly reducing the need for new components.

Our skilled staff can retrofit, refurbish and convert any of type vessels and equipment, providing the required level of flexibility and customization, hence meeting the needs of the most demanding projects.

2.3 Our trustworthiness

Client satisfaction and repeat business are at the core of our values and this is established through trust. We have worked directly for the largest organizations across the European offshore and infrastructural sectors. Rohde Nielsens management systems are certified to ISO9001, ISO14001, OHSAS18001 and our financial robustness is documented with a Bisnode triple AAA certificate for 10+ consecutive years. Our revenue for the past 10 years is shown in below figure.



3 Project information

3.1 Water depths

The water depths are understood to be between -9 to -17 mLAT.

3.2 Metocean

Only extreme sea state bathymetry table is made available to RN.
Given the location and experience from nearby projects, RN expect 41 – 51% weather standby for operations in November – December 2026.

Extreme Sea-states Based on Future Seabed Bathymetry

Return Period	Significant Wave Height, H_s (m)	Maximum Wave Height, H_{max} (m)	Mean Wave Period, T_m (secs)	Peak Wave Period, T_p (secs)
1 in 50 year	5.19	9.65	8.97	10.81
1 in 10 year	4.66	8.67	8.70	10.48
1 in 1 year	4.04	7.51	8.42	10.15

(source: https://www.windfinder.com/windstatistics/fleet-bay_solway-firth)

3.3 Tides

Only extreme tidal flow current velocities are made available to RN.

Noting that tidal velocities may exceed those shown under certain environmental conditions – e.g. spring tidal periods; (see below table)

Tidal Current Velocities

1 in 1 year (m/s)	1 in 10 year (m/s)	1 in 50 year (m/s)
1.8	2.0	2.5

The Solway Firth is a macro-areal (a tidal range greater than 4m) and has two tide cycles per day, otherwise known as semidiurnal tides. Mean Spring Tidal range in meter are between 6.1 and 7.0.

It is our impression that due to the strong currents; RWE could consider to only allow the operations in neap-tides and/or in drift-off conditions. Further, the port of Workington has a lock entrance to the port, which will also impact on the planning of the vessel's entrance during loadout operations, which again relies on Tidal planning beyond the control of RN, hence it will have an impact our commercial proposal with will deviate from the tender instructions.

3.4 Port availability

RN see 2 options for loading rocks, pending on the final SPS design volume and the Grane R's load capacity of 3800 tons. If SPS design is below vessel capacity, Grane R can load the rock direct from the Quarry in Rekefjord, Norway and in principle arrive direct that the Robin Rigg OWF and start installation. Or if SPS design volume/mass exceeds vessel capacity, RN can appoint the port of Barrow which can be made available for RN for the discharging and stowage of rocks, hence RN has updated proposal to include area rental costs (costs for berthing, agents, linesmen, port operations apply to RN).

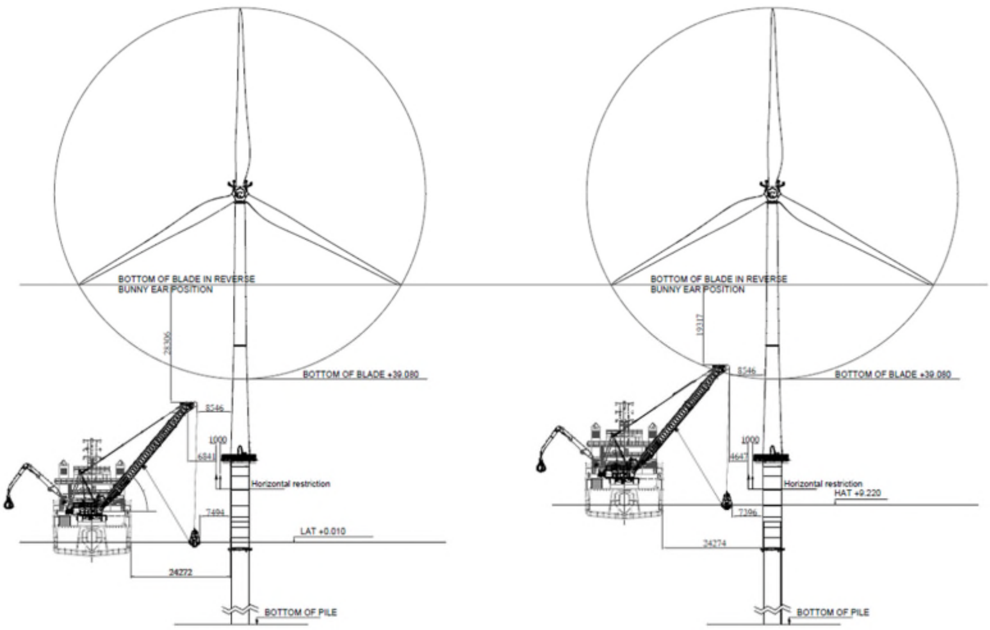
RN prefer to be able to store rock for 2 weeks of work which amounts to 3,800-6000 ton of rock = about 1790 m3 to 3500m3 of rock. Rule of thumb is that 1m3 requires 1m2 if your account for wheel-loader turning area and driveway, rock slopes etc. So, ideally RN would require 3,500m2 of port area for rock storage, which Barrow has plenty of.

3.5 Nearby structures

RN will work immediately next to a monopile and TP for a future offshore wind turbine. We have assumed that we have free-access to the works. As WTG is installed, prior to our rock installation at the monopile, an air-draft issue typically arises.

Our intended vessel Grane R has approx. 25.8m air-draft at shallow draft (no rock load, 4.5m draft). Add 2m for vessel movements and another 3 m for safety distance. So Grane R will need 26 + 2 + 3 = 31 m clearance from lowest blade tip to HAT water level. Therefore, It could be considered to enter WTG on MSL. And for safety reasons, it would be recommended, we'd need the lock turbine blades as "reverse bully ears and/or nacelle to be fixed prior to entering at the monopile work site.

(see below illustration from previous project)



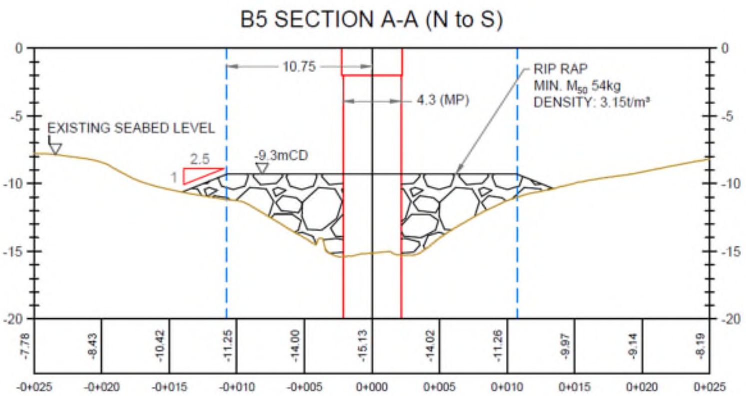
Best Case - Approaching drop area

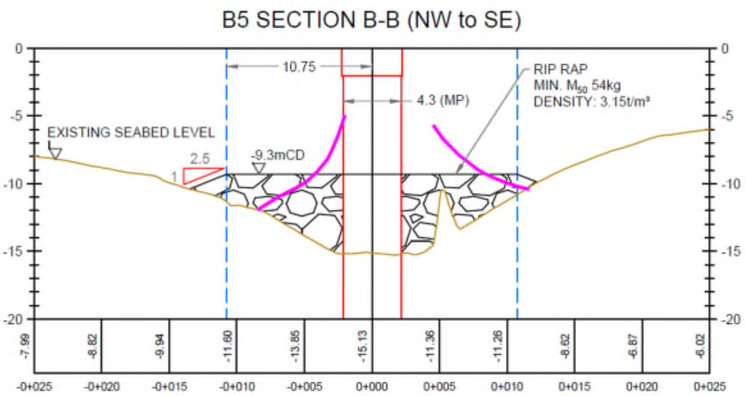
Worst Case - Approaching drop area

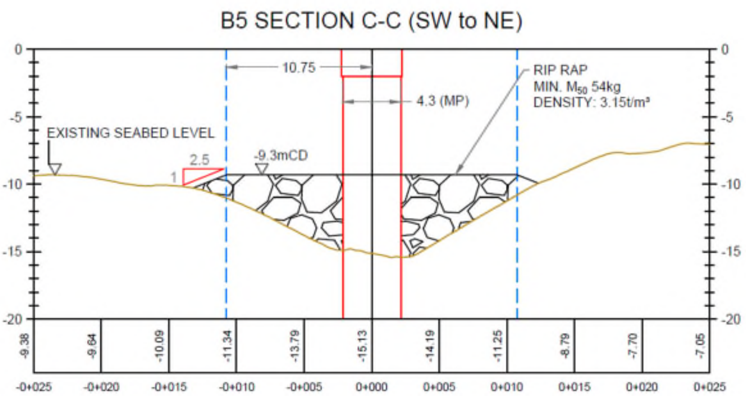
4 Scope of work

4.1 Scour protection Installation

The Scor protection design is based on the information provided in the tender and will only apply to 1 WTG no. B5. The design is included in tender with drawing number DDR5393-034-D301_R01. This design is reflecting the mass of 2800 tons of rock.







Based on tender info RN's intention is to support the installation of rock armour scour protection at WTG location **B5**, utilizing our vessel Grane R, equipped with MBES survey, crane, excavator (Sennebogen) and excluding the fall pipe system, as Fall pipe configuration to shallow water usage, is in RN view too costly (200K GBP) based on the duration of the project.

RN has included procurement of rock material as per instructions and design provided in the tender information.

4.1.1 Rock specification

It is RN understanding that RWE nominated designer HR Wallingford, has finalized the design of the scour protection system. RWE has specified the rock in the tender material and in accordance with definition as per BS EN 13383-1:2002.:

Grading:

The grading will be a Light Grading with a minimum M50 of **54 kg**, based on a rock density of 3.15 tonnes/m3.
To limit suffusion through the rock layer an open filter design has been selected with a minimum rock thickness of 1.5 m to satisfy the open filter requirements. For a wide grading the value of D85/D15 needs to be within the range of 1.5 to 2.5.

Rock density

Required rock density is 3.15 tonnes/m3.

Shape

The maximum percentage of rocks with a length to thickness ratio greater than 3 is 10 % by mass.

Resistance to breakage

The minimum value for compressive strength is 80 MPa.
In view of the relatively small size of rock adopted for design there is no requirement for block integrity tests.

Resistance to wear

The required maximum loss in a micro-Deval test is 30%, for a moderately abrasive environment. It is noted that this is classified as "marginal" by CIRIA/CUR/CETMEF (2007).

Water absorption

The maximum water absorption is 1%.

Resistance to freezing and thawing.

No requirement.

Resistance to salt crystallization

No requirement.

4.1.2 Mass/Volume for scour installation

Material quantities are based on tender material and estimated rock quantity (03/03/2026) is provided in Table 1.1.

1 Table 1.1: Rock quantities

WTG location	Rock bulk volume (m^3)	Mass of rock (t)
B5	1,600	2,800

The rock mass has been calculated using a bulk density of 1.73 t/m^3, as recommended by the quarry that previously supplied material for the 2024 campaign. The volume was calculated using a 3D model of the design (general minimal crest level of -9.3 m CD), with an additional increase of the crest elevation of 0.4 m, (-8.9 m CD). This uplift been applied to increase the volume and provide some rock contingency due to:

- Rock losses during installation.
- Initial settlement or suffusion.
- Construction tolerances and associated placement discrepancies.

RN's understanding of the rock specification, nominates the rock type amour rock **LMA15/120kg HD**, which is a standard to the BS EN 13383-1:2002 code.

RWE rock specifications appear mostly to be satisfiable, with a density of 3150 kg/m3.

4.2 Design

RN have not priced for any design works of the rock structure. Should the design geometry of the rock berms change, the price will need to be updated.

It is understood that the design will be firmed up later in 2026.

5 Method

5.1 Vessel

Grane R is a DP2 multipurpose vessel with a fallpipe module, approx. 3800-tons rock carrying capacity, MBES equipment mounted in the hull and a high-accuracy wire-crane. See datasheet for more information.

Grane R has draft of 4.5 - 6.8m. In calm waters (inside port) she can work with 1.0 m UKC. In open waters she will need 2 - 3m UKC.

5.2 Rock

Rock procurement has been included in the proposal, and Rock test report from RekeFjord has been included in the App3. as an example.

Rock quantities for 1 WGT location (less than 3800 tons):

Loose rock will come from quarry in Norway (possibly Rekefjord) where Grane R will pick up the rock load for 1 WGT (less than 3800tons) on the way during mobilisation to Robin Rigg project. This way we can keep the rock cost down, when excluding the UK HUB port for material handling.

Rock quantities for 2 WGT location Optional (exceeding 3800 tons):

Loose rock will come from quarry in Norway (possibly Rekefjord) and transported to Port of Barrow 2-4 weeks before operations are set to start at RN arrangement and cost. The rock is typically transported in self-unloading coasters of 3000 – 8000 ton and the delivery schedule will have some flexibility so RN can increase or decrease delivery depending on our progress, weather standby etc. however on this project, we only see the need for one load and transport, as necessary.

As per tender specifications we will consider rock of type: LMA 15/120kg, (minimum M50 arround 54 kg), Rock density is 3.15 tonne/m3. All in accordance with accordance with standard: BS EN 13383-1:2002. (Data sheet incl. in appendix App3).

For this proposal we have considered around 69,10 GBP/ton of rock for procurement, transport and port operations if port of Barrow is used and arranged by RN.

5.3 Port operations

Rock quantities for 1 WGT location (less than 3800 tons):

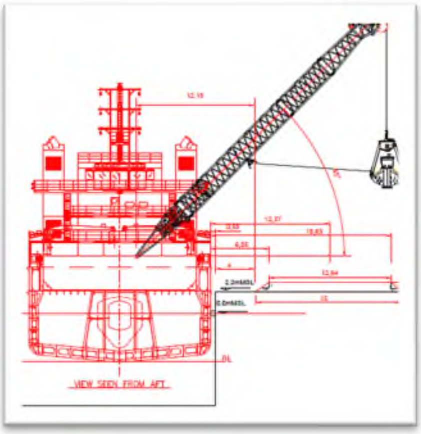
Grane R will arrive at RekeFjord, where vessel will self-load from terminal, supported by the quarry's wheel loaders providing the rocks at quayside. In this port we would also propose to embark project crew and preform the project inductions prior commencement of the project. As an alternative, RWE project crew could also embark Grane R, via boat transfer outside the port of Workington, prior upstart of installation. (below picture shows Grane R, at Rekefjord)

Rock quantities for 2 WGT locations/Optional (exceeding 3800 tons):

Coaster (Hagland/Aasen) will transport the rock from quayside quarry in Norway to Barrow port and self-discharge the rock to port quayside. From here, the rock will be handled with port workers and wheel loaders that transport the rock from quayside into storage area.

The rock is typically transported in self-unloading coasters of 3000 – 8000 ton and the delivery schedule will have some flexibility so RN can increase or decrease delivery depending on our progress, weather standby etc. however on this project, we only see the need for one load and transport, as necessary.

RN will subcontract local agency to provide wheel loader operations for the support of port logistic and handling the Rocks, bringing them from storage area to the quayside, where installation vessel's large Liebherr HS 895 HD crane/or Sennebogen excavator can be used for the loading of rocks. This will be planned in collaboration with ABP/port authorities, so port operations will be done with local onshore workers and will follow all union and local agreements. With the installation vessel's loading capacity of 3800 tons and the nominated amounts of rocks defined for this SoW, vessel is planned for minimum 2 journeys between port and offshore working area. Below picture shows an example of a stowage area of rocks in a pile and a wheel loader to handle the transport of boulders within the port



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Above picture shows the construction site at Barrow, berth no3, if case this option is selected.

5.4 Cycle

An envisaged cycle is indicated as below, with subject to that the operation would experience stops outside of RNs control, being neap-spring tide, drift-off only, port tidal entrance restrictions, WTG nacelle locking/yawing operations. Cycles are spit, based on location of Grane R loading of Rocks:

Rock quantities for 1 WGT location (2800 tons):

Load vessel (RekeFjord)	6-7 hrs
Waiting for port exit	2 hrs
Sail to site (720Nm)	80 hrs
Install rock incl MBES etc	16 hrs
Waiting for Tide	10 hrs
Waiting for Weather	10 hrs
Sail to Workington	3 hrs
Demob	2 hrs
Sum	129-130 hrs

Rock quantities for 2 WGT locations/Optional (exceeding 3800 tons):

Load vessel (Barrow)	9-10 hrs
Waiting for port exit	4 hrs
Sail to site	7 hrs
Install rock incl MBES etc	24 hrs
Waiting for Tide	10 hrs
Waiting for Weather	10 hrs
Sail to port	7 hrs
Waiting for port entrance	4 hrs
Sum	75-76 hrs

5.5 Schedule

Tentative schedules of both scenarios for loading rocks at Rekefjord and Barrows are listed below:

Indicative schedule Rekefjord (1 load)				
			Start	Finish
Transit to rekefjord	48	hrs	01-nov	03-nov
Wait for port entrance	1	hrs	03-nov	03-nov
Load rock 1 WGT	7	hrs	03-nov	03-nov
Wait for port exit	1	hrs	03-nov	03-nov
Transit to site 720NM	80,00	hrs	03-nov	06-nov
Install rock + MBES	20	hrs	06-nov	07-nov
Wait for tide?	10	hrs	07-nov	07-nov
Wait for weather?	10	hrs	07-nov	08-nov
Transit to Workington	2	hrs	08-nov	08-nov
Boat transfer of prj crew	1	hrs	08-nov	08-nov
demob	5	hrs	08-nov	08-nov
duration	7,71	days		

Indicative schedule Barrow (2 loads)				
			Start	Finish
Transit to Barrow*	48	hrs	01-nov	03-nov
Wait for port entrance	4	hrs	03-nov	03-nov
Load rock 1 WGT	10	hrs	03-nov	03-nov
Wait for port exit	4	hrs	03-nov	03-nov
Transit to site	6,68	hrs	03-nov	04-nov
Install rock + MBES	24	hrs	04-nov	05-nov
Wait for tide?	10	hrs	05-nov	05-nov
Wait for weather?	10	hrs	05-nov	05-nov
Transit to barrow	6,68	hrs	05-nov	06-nov
Wait for port entrance	4	hrs	06-nov	06-nov
Load rock 2 WGT	5	hrs	06-nov	06-nov
Wait for port exit	4	hrs	06-nov	06-nov
Transit to site	6,68	hrs	06-nov	06-nov
Install rock + MBES	9	hrs	06-nov	07-nov
Wait for tide?	10	hrs	07-nov	07-nov
Wait for weather?	10	hrs	07-nov	08-nov
duration	7,17	days		

Currently, RN would prefer to start the works in November/December, subject that the vessel become available from her present project in Taiwan however, to be agreed on delivery notice/schedule in RN’s option.

Schedule can also open up for doing works in August/September 2027 with the use of Grane R or Heimdal R, if this suits RWE as well.

6 Installation Technology

6.1 Vessel selected for the installation (Grane R).

The benefit of the MPV vessel proposed by RN is that seabed disturbance caused by spud legs and anchor activity is avoided, as vessel operates on DP (dynamic positioning). Further towage activity is avoided as the MPV/GD is self-propelled and can navigate using their keel. Finally, most wind farm operators also would require for vessel DP2 capabilities when working within the wind farm's safety zone.

The vessel can operate in depths of up to 6 - 60 meters. Loading and discharge of rock material requires enough water depth for the vessel to come alongside. Grane R has draft of 4.5 - 6.8m. In calm waters (inside port) she can work with 0.5 - 1.0 m UKC. In open waters she will need 2 - 3m UKC. See vessel specifications as appendix – App2.

6.2 Vessel Crane as installation method

The crane is fixed on a platform at the aft of the vessel. The crane has two wires: a lifting wire (Green in figure 1) and a closing wire (Red in figure 1). A Third guide wire (tugger line) may optionally reduce the grab swing if required.

Once the vessel is located at a pre-determined position in the working area, the vessel maintains a fixed position during rock installation activity using Dynamic Positioning (DP). At the same time, the crane rotates according to the planned installation pattern.

Rock installation is performed by lowering the crane wire equipped with a grab into the cargo hold of the vessel with the jaws open. The Grab/tool then penetrates the rock layer in the cargo hold under its own weight. The operator tensions up on the closing wire, causing the jaws of the bucket to come together, scooping rock material between the buckets.

Once the grab jaws are closed, the crane operator tension up the lifting wire, thus lifting the grab out of the cargo hold and clear the cargo railing, while slewing the crane pedestal, causing the boom to swing over the vessel side and start lowering the wire through the splash zone and water column to the desired target depth. Here the operator releases the closing wire (Red in figure 1) and the jaws will open and release the rocks. Tension in the lifting wire is adjusted depending on the amount and size of rocks required on the seabed and how they are spread.

Once the jaws are closed again, the crane operator picks up the lifting wire thus recovering the grab to the surface and hence repeats the above sequence, while vessel is moving along the seabed, until the cargo hold is empty for rocks.

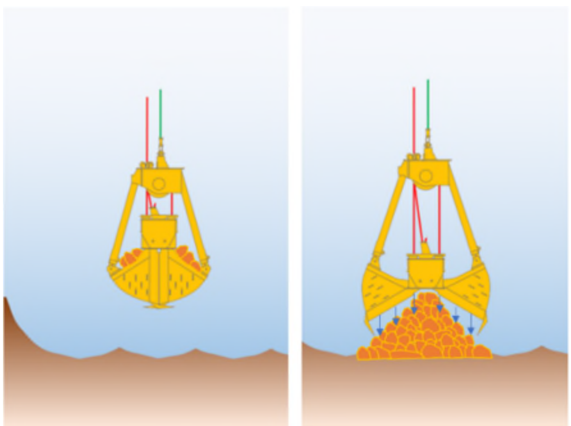
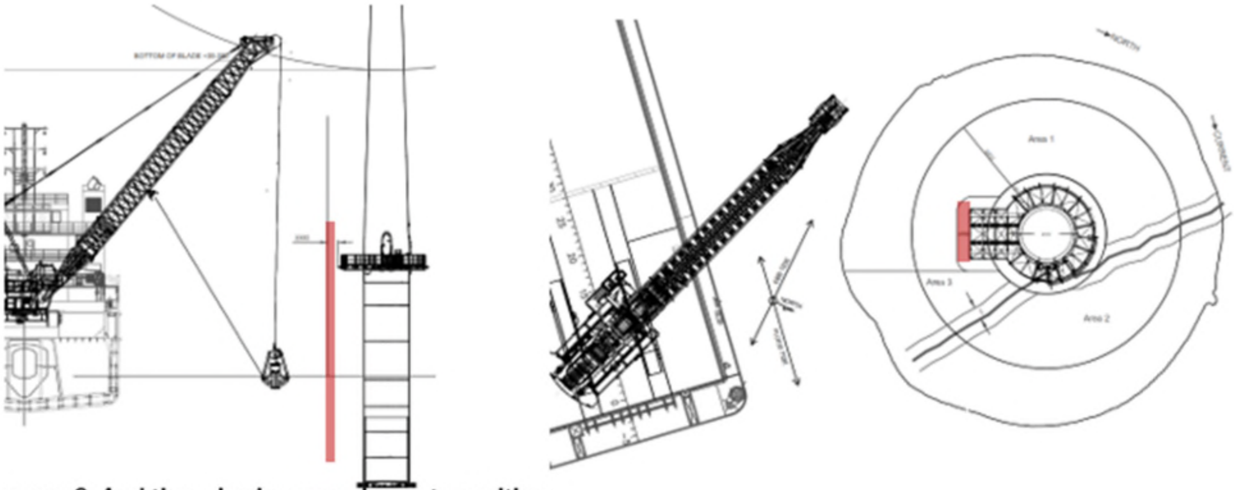


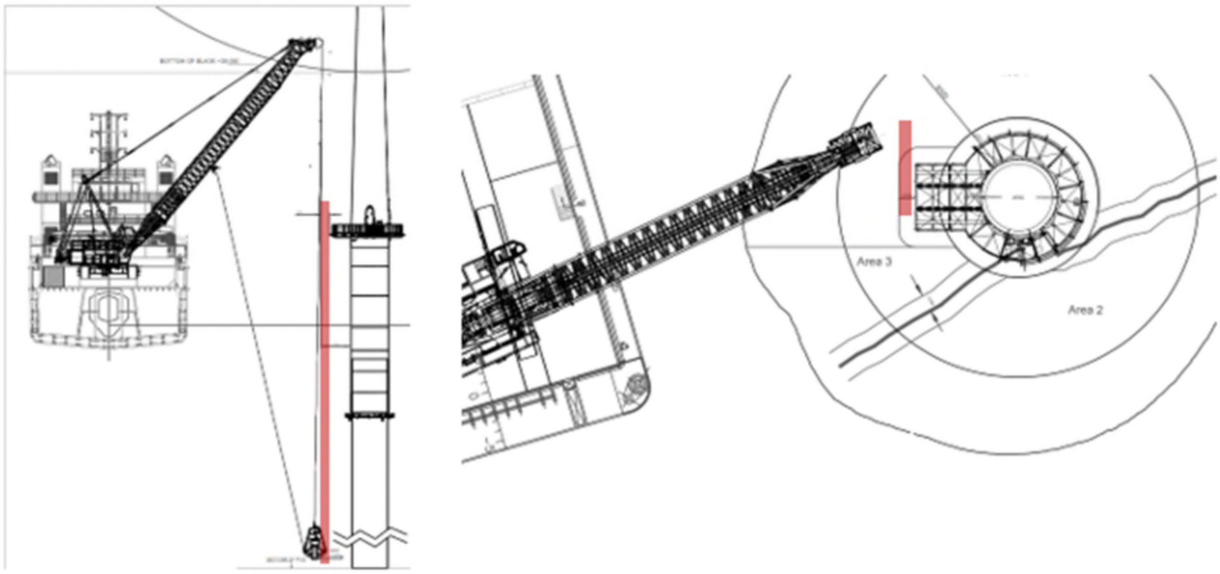
Figure 1: example of grab operations.

For this project current MPV/vessel has a long Fall Pipe system installed which does not meet the requirements of the minimum water depth expected at this site, and cost for changing out fall-pipe is expected in the region of 200K GBP. Therefore, RN propose the rock can be installed with the Liebherr wire-crane, though a minimum safety distance of 2m shall be kept from grab-wires to TP external platform as per RN recommendation. This will lead to a significant area underneath the protruding TP external platform (the landing platform) where rock cannot be installed. Smaller paint damage could be expected on the TP external platform in case grab-wire scratches against the structure, though clients typically say that this is easily fixed with a grinder and a coater working from the TP. This method was done by RN at Robin Rigg back in October 2024 and proven a valid and safe method, once safety distances has been applied and vessel always work down the current side.

Sequence 1: Grab lowered through splash zone to desired depth, prior slewing crane.



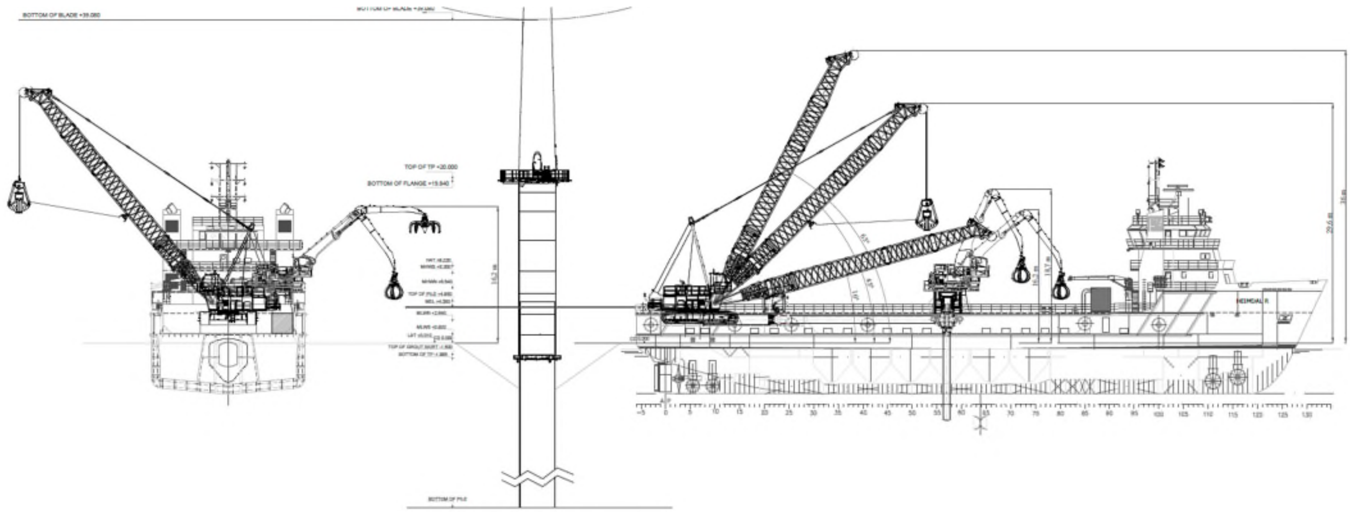
Sequence 2: And then slewing crane boom to position



6.3 Vessel's Sennebogen excavator as installation method

As a supplement method, the rock can be installed by discharging the rock from vessel with the Sennebogen material-handler (hydraulic boom/stick). In such a case, the rock would be released some 2-3m below waterline and would have to drop freely through the water. The rock impact speed/energy is roughly comparable to an installation with a fallpipe as such a rock (LMA 15/120kg) will reach terminal velocity after approx. 4m in free drop in water which is approx. the vertical safety distance that a fallpipe would keep to seabed/asset anyways. However, rock might not drop vertically through the water column, due to current and other hydraulic phenomena so the installation of the rocks could prove to be less accurate. However, this method was done by RN at Robin Rigg back in October 2024 and proven valid and safe method, once safety distances has been applied and vessel always work down the current side.

Below drawing indicated the max hight form the main deck, when the Sennebogen is in operations, and this would need to be planned into the installation based on Tidal drafts and accompanied free air draft clearance needed to the TP landing platforms.



Wire Grab and Sennebogen air-draft validation towards WTG

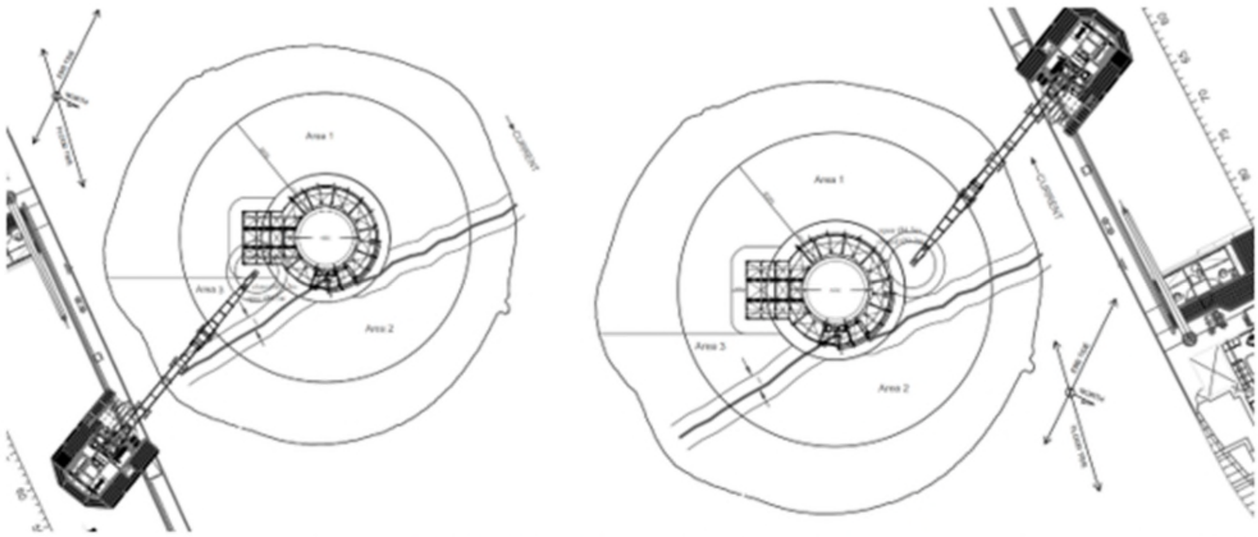


Figure 25: Example of working with the Sennebogen excavator in the difficult zones For further details on dimensions,

6.4 Decision on installation method

All above installation method listed in sec. 6.2, 6.3 and 6.4 should consider the chance that the rock might roll on the steep scour-slope inwards towards the monopile though this result naturally is difficult to predict let alone guarantee. And all methods can also be used in combination but would be done in agreement with RWE during the development of the method statement.

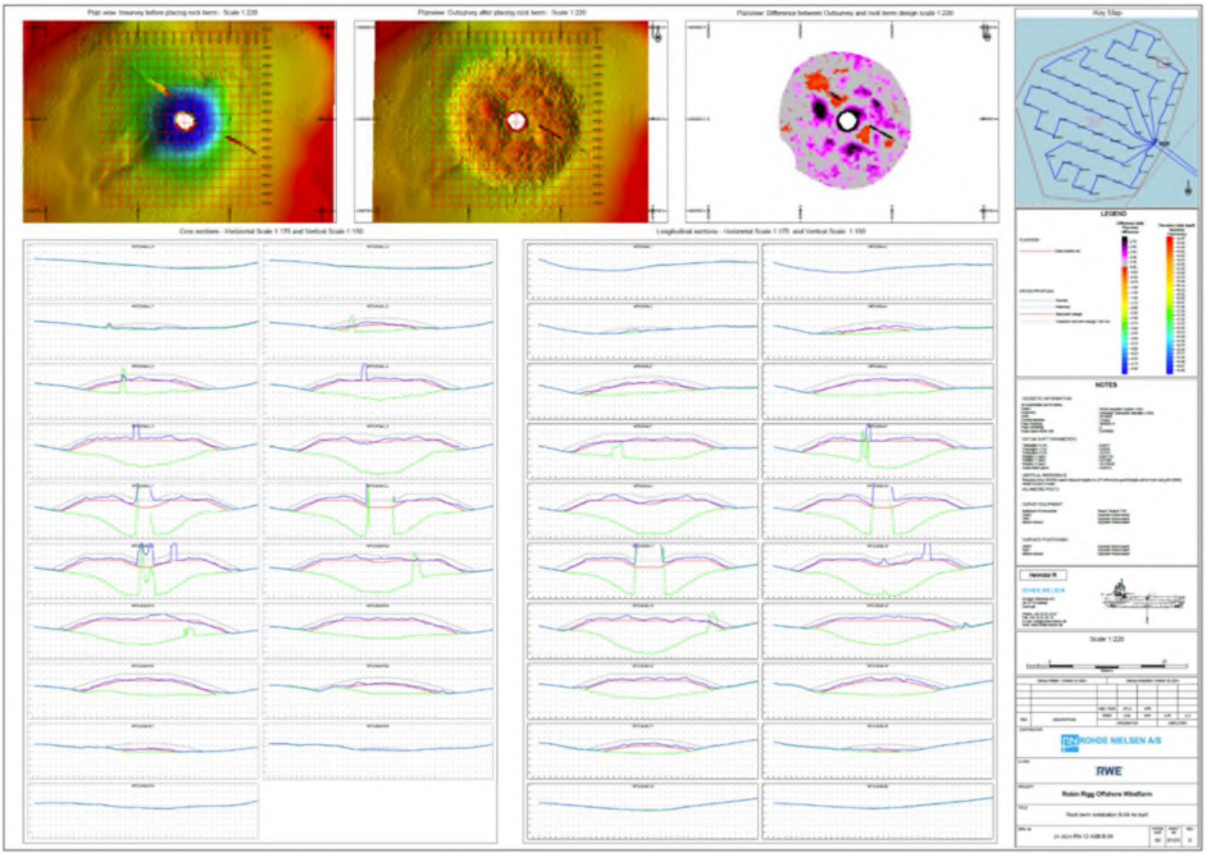
Due to the strong currents, RWE could consider to only allow the operations in neap-tides and/or in drift-off conditions.

6.5 Bathymetric survey

Vessel is equipped with a full bathymetric survey (MBES) suited to conduct surveys without the dependency of a separate survey vessel. Surveys are typically done as formally submitted in-survey and out-survey and a series of intermediate surveys during the installation campaign to monitor progress and quality of the works.

Multibeam equipment:

- Seabat T50 R multibeam
- Applanix POS MV Wavemaster II IMU
- Reson SVP70 sound velocity profiler
- Full Reson Teledyne PDS2000 software suite



Multibeam example survey results of rock installations /RR

Vessel Grane R has own MBES equipment + 2 onboard surveyors to monitor/document works continuously as installation work progresses.

6.6 Operational limits

Operational limits are indicatively presented below.

Operation	Vessel	Max Hs	Max wind speed	Max current	12/24hr operation	Visibility
Excavator installation	Grane R R	1.3-1.7m	12 m/s	1 m/s	24hr	1,000 m

Operation	Vessel	Max Hs	Max wind speed	Max current	12/24hr operation	Visibility
Fall pipe rock installation	Grane R	1.3-1.7m	12 m/s	1 m/s	24hr	1,000 m
Wire Grab operation	Grane R	1.2-1.4m	12 m/s	1 m/s	24hr	1,000 m
MBES Survey	Grane R	1.3-1.7m	12 m/s	1 m/s	24hr	1,000 m

Operational limits

Grane R has approx. 25.8m air-draft at shallow draft (no rock load, 4,5m draft). Add 2m for vessel movements and another 3 m for safety distance and Grane R will need 26 + 2 + 3 = 31 m clearance from lowest blade tip to HAT water level. It could be considered to enter WTG on MSL or low water, but it will require strict planning, if we compromise the 31 mHAT clearance distance.

Grane R has draft of 4.5 - 6.8m. In calm waters (inside port) she can work with 0.5 - 1.0 m UKC. In open waters she will need 2 - 3m UKC.

7 References

See appendices app1 for relevant references for rock installation and offshore energy references.

Rohde Nielsen has worked for the largest organisations across the European offshore energy sector, and we are accustomed to meet the requirements for process, procedures, and documentation.

8 Documentation

Rohde Nielsen are accustomed to meet complex projects requirements with multiple stakeholders from client, end-client and authorities.

Examples of required documentation can include:

- Method statements
- Risk assessment
- HSE project plan
- Quality project plan
- Inspection and test plan
- Waste management plan
- Emergency response plan and procedure
- Project HAZID / HAZOP
- Subcontractor management plan
- Vessel information file
- Vessel mobilization and calibration report
- Survey procedure
- Survey calibration report
- Cyber security policy
- Corona virus management policy
- Daily reporting
- Final Reporting
- Weather forecasting reports
- As-built documentation package

The specific list of required documentation is typically agreed with the client to fit the specific needs from the project, client, and authorities.

We further maintain the following company policies:

- Drug and alcohol policy
- Fatigue management policy
- Harassment and workplace bullying policy
- Health, safety and environment policy
- Injury management policy
- Integrity policy
- Smoking policy
- Training policy