

**RWE Renewables UK Dogger Bank  
South (West) Limited**

**RWE Renewables UK Dogger Bank  
South (East) Limited**

# **Dogger Bank South Offshore Wind Farms**

**Cable Statement (Revision 5) (Tracked)  
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02	28	1.4.5.4	Updates have been made because of Natural England Relevant Representations RR-039: C35; RR-039 and B64 and RR-039: B65.
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03	12	Acronyms	Removal of references to the ESP and Collector Platforms for Change Request 1.
03	17	1.3	Removal of references to Collector Platforms for Change Request 1.
03	18	1.3	Reference changed from <b>Volume 7, Chapter 5 Project Description (application ref: 7.5)</b> to <b>Project Change Request 1 - Offshore and Intertidal Works (document reference 10.49)</b> for Change Request 1.
03	19	Table 1-2	Updates to cable lengths for Change Request 1.
03	24	Figure 1-1	Update of figure to remove Export Cable Platform Search Area for Change Request 1.
03	25	1.4.3	Removal of references to Collector Platforms, Inter Platform cables and Electrical Switching Platform for Change Request 1.

Revision Change Log			
03	32	1.4.9	Detail relating to cable protection design and mitigating impacts on commercial fisheries has been added in line with NNFO Written Representation 11.
03	33	Table 1-4	Update of cable protection figures to reflect areas of protection require per cable classification by construction scenario for Change Request 1.
03	34	1.6	Text edits to remove references to intertidal trenchless landfall exit for Change Request 1.
03	36	Plate 1-1	Update of plate to remove intertidal trenchless landfall exit for Change Request 1.
03	43	1.7.4	Update to substation zone area for Change Request 1.
03	120	Appendix B	Update of CBRA for Export Cables
04	28	1.4.5.4	Detail on 'like on like' sediment disposal in the Dogger Bank SAC following dredging and the retention of dredged material in the Dogger Bank SAC in line with commitments made at Deadline 3. This commitment has been further extended to also include areas beyond the Dogger Bank SAC boundary
04	31	1.4.8	Details of compass deviation study requirements in line with commitments made at Deadline 3.
05	27-28	1.4.5.4	Additional details relating to sand wave levelling mitigation have been added
05	31	1.4.8	Confirmation that the trenchless landfall exit will not be located within 350m seaward of mean low water springs
05	33	1.4.9	Detail relating to the consideration of the removability of external cable protection has been added
05	34	1.4.9	A figure has been added to the document showing the preliminary, indicative locations of external cable protection as indicated in Appendix F of Appendix B of this document.

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## Glossary

Term	Definition
Accommodation Platform	An offshore platform (situated within either the DBS East or DBS West Array Area) that would provide accommodation and mess facilities for staff when carrying out activities for the Projects.
Array Areas	The DBS East and DBS West offshore Array Areas, where the wind turbines, offshore platforms and array cables would be located. The Array Areas do not include the Offshore Export Cable Corridor or [that part of] the Inter-Platform Cable Corridor [within which no wind turbines are proposed]. Each area is referred to separately as an Array Area.
Array cables	Offshore cables which link the wind turbines to the Offshore Converter Platform(s).
Concurrent Scenario	A potential construction scenario for the Projects where DBS East and DBS West are both constructed at the same time.
Construction Buffer Zone	1km zone around the Array Areas and Offshore Export Cable Corridor, and 500m zone around the Inter-Platform Cabling Corridor. Construction vessels may occupy this zone but no permanent infrastructure would be installed within these areas.
Development Scenario	Description of how the DBS East and/or DBS West Projects would be constructed either in isolation, sequentially or concurrently.
Dogger Bank South (DBS) Offshore Wind Farms	The collective name for the two Projects, DBS East and DBS West.
Haul Road	The track along the Onshore Export Cable Corridor used by traffic to access different sections of the onshore export cable route for construction.
Horizontal Directional Drill (HDD)	HDD is a trenchless technique to bring the offshore cables ashore at the landfall. It can also be used for crossing obstacles such as roads, railways and watercourses onshore.

Term	Definition
In Isolation Scenario	A potential construction scenario for one Project which includes either the DBS East or DBS West array, associated offshore and onshore cabling and only the eastern Onshore Converter Station within the Onshore Substation Zone and only the northern route of the onward cable route to the proposed Birkhill Wood National Grid Substation.
Inter-Platform Cables	Buried offshore cables which link offshore platforms.
Inter-Platform Cable Corridor	The area where Inter-Platform Cables would route between the DBS East and DBS West Array Areas, should both Projects be constructed.
Intertidal	Area on a shore that lies between Mean High Water Springs (MHWS) and Mean Low Water Springs (MLWS).
Jointing Bays	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The point on the coastline at which the Offshore Export Cables are brought onshore, connecting to the Onshore Export Cables at the Transition Joint Bay (TJB) above mean high water.
Link Boxes	An underground metal box placed within a concrete pit where the metal sheaths between adjacent export cable sections are connected and earthed, installed with a ground level manhole to allow access to the Link Box for regular maintenance or fault-finding purposes.
Mean High Water Springs (MHWS)	MHWS is the average of the heights of two successive high waters during a 24 hour period.
Mean Low Water Springs (MLWS)	MLWS is the average of the heights of two successive low waters during a 24 hour period.



Term	Definition
Nationally Significant Infrastructure Project (NSIP)	Large scale development including power generating stations which requires development consent under the Planning Act 2008. An offshore wind farm project with a capacity of more than 100 MW constitutes an NSIP.
Offshore Converter Platforms (OCPs)	The OCPs are fixed structures located within the Array Areas that collect the AC power generated by the wind turbines and convert the power to DC, before transmission through the Offshore Export Cables to the Project's Onshore Grid Connection Points.
Offshore Development Area	The Offshore Development Area for ES encompasses both the DBS East and West Array Areas, the Inter-Platform Cable Corridor, the Offshore Export Cable Corridor, plus the associated Construction Buffer Zones.
Offshore Export Cables	The cables which would bring electricity from the offshore platforms to the Transition Joint Bays (TJBs).
Offshore Export Cable Corridor	This is the area which will contain the Offshore Export Cables between the Offshore Converter Platforms and Transition Joint Bays at the landfall.
Onshore Converter Stations	A compound containing electrical equipment required to transform HVDC and stabilise electricity generated by the Projects so that it can be connected to the electricity transmission network as HVAC. There will be one Onshore Converter Station for each Project.
Onshore Development Area	The Onshore Development Area for ES is the boundary within which all onshore infrastructure required for the Projects would be located including Landfall Zone, Onshore Export Cable Corridor, accesses, Temporary Construction Compounds and Onshore Converter Stations. (as shown on <b>Volume 7, Figure 5-2 (application ref: 7.5.1)</b> ).
Onshore Export Cables	Onshore Export Cables take the electric from the Transition Joint Bay to the Onshore Converter Stations.

Term	Definition
Onshore Export Cable Corridor	This is the area which includes cable trenches, Haul Roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the Onshore Converter Stations, Transition Joint Bays or temporary access routes; but includes Temporary Construction Compounds (purely for the cable route).
Onshore Substation Zone	Parcel of land within the Onshore Development Area where the Onshore Converter Station infrastructure (including the Haul Roads, temporary construction compounds and associated cable routeing) would be located.
Order Limits	The limits within which the Projects may be carried.
Projects Design (or Rochdale) Envelope	A concept that ensures the EIA is based on assessing the realistic worst-case scenario where flexibility or a range of options is sought as part of the consent application.
Sand wave	Bedforms with wavelengths of 10 to 100m, with amplitudes of 1 to 10m.
Scour protection	Protective materials to avoid sediment erosion from the base of the wind turbine foundations and offshore substation platform foundations due to water flow.
Sequential Scenario	A potential construction scenario for the Projects where DBS East and DBS West are constructed with a lag between the commencement of construction activities. Either Project could be built first.
Special Area of Conservation (SAC)	Strictly protected sites designated pursuant to Article 3 of the Habitats Directive (via the Habitats Regulations) for habitats listed on Annex I and species listed on Annex II of the Directive

Term	Definition
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).
Transition Joint Bay (TJB)	The Transition Joint Bay (TJB) is an underground structure at the landfall that houses the joints between the Offshore Export Cables and the Onshore Export Cables.
Transition Joint Bay (TJB) Compound	A temporary construction compound located within the 'Landfall Zone' to undertake the trenchless crossing technique e.g. Horizontal Directional Drilling (HDD) and for the construction of the Transition Joint Bays.
Turbine string	Term referring to a number of cables installed in series on a single cable branch forming a string (or collection) circuit.
Wind turbine	Power generating device that is driven by the kinetic energy of the wind.

## Acronyms

Term	Definition
APFP	Applications Prescribed Forms and Procedures
DBS	Dogger Bank South
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESO	Electricity System Operator
HND	Holistic Network Design
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
Km	Kilometre
km <sup>2</sup>	Kilometre squared
kV	Kilovolt
M	Metre
MCA	Maritime and Coastguard Agency
Mm	Millimetre
NSIP	Nationally Significant Infrastructure Project
OCP	Offshore Converter Platform
PLGR	Pre-Lay Grapple Run
ROV	Remotely operated vehicle
SAC	Special Area of Conservation

Term	Definition
TJB	Transition Joint Bay
UK	United Kingdom
UXO	Unexploded Ordnance

## 1 Cable Statement

### 1.1 Introduction

1. RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited (hereafter referred to as the ‘Applicants’) has submitted an application to the Planning Inspectorate on behalf of the Secretary of State, for a Development Consent Order (DCO) for the Dogger Bank South (DBS) Offshore Wind Farms (hereafter referred to as ‘The Projects’). The Projects comprise two separate sites, DBS West and DBS East situated at a minimum of 100 kilometre (km) and 122km from the northeast coast of England, respectively. When operational, DBS West and DBS East combined would have the potential to generate renewable power for up to 3 million UK homes.
2. The Projects include provision for the construction, operation, maintenance and decommissioning of the Dogger Bank South Offshore Wind Farms with up to 200 wind turbine generators. They also include associated works to connect this offshore generating capacity to the proposed Birkhill Wood National Grid Substation, through provision of works to construct, operate and maintain electricity export cables both Offshore and Onshore through a landfall adjacent to Skipsea and Onshore Converter Stations adjacent to the hamlet of Bentley to the south of the town of Beverley. All onshore connection infrastructure would be located in the administrative area of East Riding of Yorkshire Council.

### 1.2 Purpose of the Cable Statement

3. Regulation 6(1)(b)(i) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the APFP Regulations) requires the applicant for an offshore generating station to provide “*details of the proposed route and method of installation for any cable*” to accompany an application for a DCO. This document contains the relevant details for the Projects cable infrastructure.
4. This document also sets out the considerations for cable route design and the approach to installation, presenting preliminary information regarding the cable specification, burial depths and cable protection both offshore and onshore. This high-level information would be factored into the final design and installation planning for the DBS cabling. Thus, this document establishes the basis for how the DBS projects will ensure a safe, reliable and protected grid connection for the Projects.



5. Construction method statements and layout plans will be developed post-consent, prior to the commencement of construction, in line with the conditions of the deemed Marine Licences presented in **Volume 3, Draft DCO (application ref: 3.1)**. The construction method statements and layout plans will be prepared in accordance with the final Cable Statement(s). **Volume 3, Draft Development Consent Order (application ref: 3.1)** will be updated to make it clear that the final Cable Statement(s) will be subject to approval by the Marine Management Organisation (MMO) following consultation with relevant stakeholders. At the time of transferring the transmission assets to the Offshore Transmission Owner (OFTO), post construction, the Applicants will make the latest finalised Cable Statement(s) available to the OFTO for their awareness.

## 1.3 Scope

6. Whilst the Projects are each Nationally Significant Infrastructure Projects (NSIPs) in their own right, a single application for development consent has been made for both wind farms, and the associated transmission infrastructure. While a single DCO application has been made for both Projects, five separate Deemed Marine Licences are included as schedules to **Volume 3, Draft Development Consent Order (application ref: 3.1)** to cover each Array Area, their associated transmission infrastructure and the inter-project cabling required for the Projects. This approach allows for separate ownership of each asset should their ownership change over time.
7. The Applicants have developed DBS East and DBS West transmission infrastructure as co-ordinated projects in accordance with the National Grid Electricity System Operator (ESO) evolving Holistic Network Design (HND), as updated in February 2024 (ESO, 2024). The HND has confirmed the Projects will each have a radial connection to the proposed Birkhill Wood National Grid Substation. Where practicable the two Projects co-locate infrastructure to reduce overall environmental impacts and disruption.
8. Whilst the Projects are the subject of a single DCO application (with a combined Environmental Impact Assessment (EIA) process and associated submissions), each Project is assessed individually, so that mitigation is Project specific (where appropriate). As such, the assessments cover the following three Development Scenarios:
  - DBS East or DBS West are developed In Isolation (the In Isolation Scenario);
  - Both DBS East and DBS West are developed Concurrently (the Concurrent Scenario); or

- Both DBS East and DBS West are developed Sequentially (the Sequential Scenario).
9. Both the DBS West and DBS East Projects would use High Voltage Direct Current (HVDC) to transmit electricity generated offshore to the landfall and onward to the Onshore Converter Stations. The onward transmission from the Onshore Converter Stations to the Proposed Birkhill Wood National Grid Substation would use High Voltage Alternating Current (HVAC).
  10. The locations of the Array Area and Offshore Export Cable Corridor are shown in **Figure 1-1** and **Volume 7, Figure 5-1 (application ref: 7.5.1)**. The route of the Onshore Export Cable Corridor is shown in **Figure 1-3** and **Volume 7, Figure 5-2 (application ref: 7.5.1)** as well as the indicative Onshore Development Area design on **Volume 7, Figure 5-3 (application ref: 7.5.1)**. Four Onshore Export Cables would be required for two HVDC projects, with two HVDC Onshore Converter Stations required within the Onshore Substation Zone. This is illustrated in **Volume 7, Figure 5-4 (application ref: 7.5.1)**.
  11. In summary, the following principles set out the framework for how the Projects may be developed, and are further detailed in **Table 1-1**.

Table 1-1 Development Scenarios and Construction Durations

Development Scenario	Description	Total Maximum Construction Duration (Years)	Maximum Construction Duration Offshore (Years)	Maximum Construction Duration Onshore (Years)
<b>In Isolation</b>	Either DBS East or DBS West is built In Isolation	Five	Five	Four
<b>Sequential</b>	DBS East and DBS West are both built Sequentially, either Project could commence construction first with staggered /	Seven	A five year period of construction for each project with a lag of up to two years in the start of construction of the second project (excluding	Construction works (i.e. onshore cable civil works, including duct installation) to be completed for both Projects simultaneously in the first four years, with additional works

Development Scenario	Description	Total Maximum Construction Duration (Years)	Maximum Construction Duration Offshore (Years)	Maximum Construction Duration Onshore (Years)
	overlapping construction		landfall duct installation) – reflecting the maximum duration of effects of seven years.	at the landfall, substation zone and cable joint bays in the following two years. Maximum duration of effects of six years.
<b>Concurrent</b>	DBS East and DBS West are both built Concurrent reflecting the maximum peak effects	Five	Five	Four

12. For the purposes of this document, information regarding the quantity and length of cables will outline the maximum requirements for both Projects.
13. The cables required to implement the proposed Projects include:
  - Subsea cables to the landfall comprise:
    - Array cables (linking up to 200 wind turbines, 100 per project, to Offshore Converter Platforms (OCPs);
    - Inter-Platform Cables;
    - Offshore Export HVDC Cables), two per Project (linking the OCPs to the landfall); and
    - Two fibre optic communications cables, one per Project.
  - Onshore cables include:
    - Four Onshore Export HVDC Cables, two per Project (linking the landfall to the Onshore Converter Stations);
    - Two fibre optic communications cables, one per Project, bundled with the power cables;

- Link boxes and Jointing Bays installed along the Onshore Export Cable Corridor;
- Up to eight, 400 kilovolt (kV) cable circuits, four per Project (linking the Onshore Converter Stations to the proposed Birkhill Wood National Grid Substation).

14. **Table 1-2** shows parameters outlined within **Project Change Request 1 – Offshore and Intertidal Works (document reference 10.49)** for offshore cables.

Table 1-2 Parameters for Offshore Export Cables

Parameter	Details		
	DBS East Alone	DBS West Alone	DBS East and West Combined
Indicative construction duration (years) (excluding landfall works)	5	5	5 (up to 7 years if sequential build)
Anticipated design life (years)	30	30	30 (32 if sequential build)
Maximum number of wind turbines <sup>1</sup>	57-100	57-100	113-200
Closest point from Array Area to coast (km)	122	100	100
Maximum length of export cable to landfall (per cable) (km)	188	153	N/A
Maximum offshore cable length (km) for all cables	376	306	682
Maximum number of export cables	2	2	4
Maximum number of trenches	1*	1*	2*
Maximum number of commissioned fibre-optic cables	1	1	2

<sup>1</sup> In situations where a number does not divide equally between DBS East and DBS West (e.g. 113 turbines), the parameters are rounded up to higher number (e.g. 57 31.5MW turbines as opposed to 56.5).

Parameter	Details		
	DBS East Alone	DBS West Alone	DBS East and West Combined
Maximum total length of all array cables (km)	350	350	700
Maximum Inter-Platform Cable length (km)	23	23	161
Array Cable target depth	0.5-1.0m		N/A
Inter-platform Cable target depth	0.5-1.5m		
Export Cable target depth	0.5-1.5m		N/A
Array Cable diameter	220mm		
Inter-platform Cable	275mm		
Export Cable diameter	155mm		
Array Cable voltage	up to 132 kV		
Inter-platform Cable voltage	up to 275 kV		
Offshore Export Cable Voltage	525 kV		
Export cable corridor width (km)	Approximately 1km plus a 0.5km temporary construction area buffer on both sides, but widening and varying at a small number of locations to a maximum of 3km		
Minimum spacing between Offshore Export Cables in trenches	50m		
Maximum Offshore Export Cable Corridor temporary disturbance width during installation (per cable) (m)	20		
Maximum Inter-platform cable temporary disturbance width during installation (per cable) (m)	20m		
Maximum array cable temporary disturbance width during installation (per cable) (m)	20m		

Parameter	Details		
	DBS East Alone	DBS West Alone	DBS East and West Combined
Export cable operating voltage (kV)	Up to +/-320		

*\*Trenches would split from one per project to up to three per project on approach to landfall due to the co-located fibre-optic communications cable being separated from the Offshore Export Cables prior to making landfall.*

15. **Table 1-3** shows parameters outlined within **Volume 7, Chapter 5 Project Description (application ref: 7.5)** for onshore cables.

*Table 1-3 Parameters for Onshore Export Cables*

Onshore Export Cable Corridor	DBS East or DBS West In Isolation	DBS East and DBS West Concurrently	DBS East and DBS West Sequentially
Onshore Export Cable Corridor length from the Landfall Zone to the Onshore Substation Zone (km) (approximate)	32	32	32
Number of Export circuits	1 x HVDC	2 x HVDC	2 x HVDC
Number of power cables per circuit	2no. 1-core power cables for each HVDC circuit	2no. 1-core power cables for each HVDC circuit	2no. 1-core power cables for each HVDC circuit
Number of commissioned fibre optic (communication) cables per circuit	1	1	1
Number of earth cables per circuits	1	1	1
Number of trenches	Up to 2	Up to 4	Up to 4



Onshore Export Cable Corridor	DBS East or DBS West In Isolation	DBS East and DBS West Concurrently	DBS East and DBS West Sequentially
Cable duct trench dimensions (m)	1.1m base to 3.9m surface (x1 HVDC cable per trench) 3.35m base to 6.2m surface (x2 HVDC cables per trench)	1.1m base to 3.9m surface (x1 HVDC cable per trench) 3.35m base to 6.2m surface (x2 HVDC cables per trench)	1.1m base to 3.9m surface (x1 HVDC cable per trench) 3.35m base to 6.2m surface (x2 HVDC cables per trench)
Number of Temporary Construction Compounds	17 2 main compounds 15 satellite compounds	17 2 main compounds 15 satellite compounds	17 2 main compounds 15 satellite compounds
Size of Temporary Main Construction Compound (m <sup>2</sup> ) <sup>2</sup>	10,000 (roughly 100x100m)	10,000 (roughly 100x100m)	10,000(roughly 100x100m)
Size of Temporary Satellite Construction Compounds(m <sup>2</sup> ) <sup>2</sup>	5,625 (roughly 75x75m)	5,625 (roughly 75x75m)	5,625 (roughly 75x75m)
Cable corridor width (m)	41m	75m	75m
Cable corridor width at complex trenchless crossings (m)	45m	90m	90m
Depth of trench to top of duct / cables (m) (approximate)	1.3 - 1.7	1.3 - 1.7	1.3 - 1.7
Burial depth (m) where restrictions	2	2	2

<sup>2</sup> Actual size may vary due to site specifics

Onshore Export Cable Corridor	DBS East or DBS West In Isolation	DBS East and DBS West Concurrently	DBS East and DBS West Sequentially
are not present (average)			
Indicative burial depth (m) (approximate)	1.6	1.6	1.6
Typical Jointing Bay frequency (km)	Every 0.75 – 1.5	Every 0.75 – 1.5	Every 0.75 – 1.5
No. Jointing Bays (approximate)	103	205	205
Jointing Bay construction dimensions (m)	10 x 25	10 x 25	10 x 25
Jointing Bay infrastructure dimensions (all below ground) (m)	3 x 8	3 x 8	3 x 8
Jointing Bay burial depth from existing ground level to bottom of Jointing Bay (m)	2.2	2.2	2.2
Minimum Jointing Bay burial depth from existing ground level to top of Jointing Bay (m)	1.35	1.35	1.35
Number of Earth / Link Boxes and associated manhole covers	103	205	205
Link Box construction dimensions (m)	6.5x8	6.5x8	6.5x8

Onshore Export Cable Corridor	DBS East or DBS West In Isolation	DBS East and DBS West Concurrently	DBS East and DBS West Sequentially
Link Box dimensions / manhole cover permanent infrastructure above ground (m)	2.5x4	2.5x4	2.5x4
Permanent easement <sup>3</sup>	15m along the cable corridor.	24m along the cable corridor	24m along the cable corridor

16. The site selection for the Offshore Export Cable Corridor and Onshore Export Cable Corridor is described in **Volume 7, Chapter 4 Site Selection and Alternatives (application ref: 7.4)**. The mitigation measures contained within the Environmental Statement (ES) have been developed in consultation with relevant stakeholders and statutory authorities.

## 1.4 Description of Offshore Cables and Cable Corridor

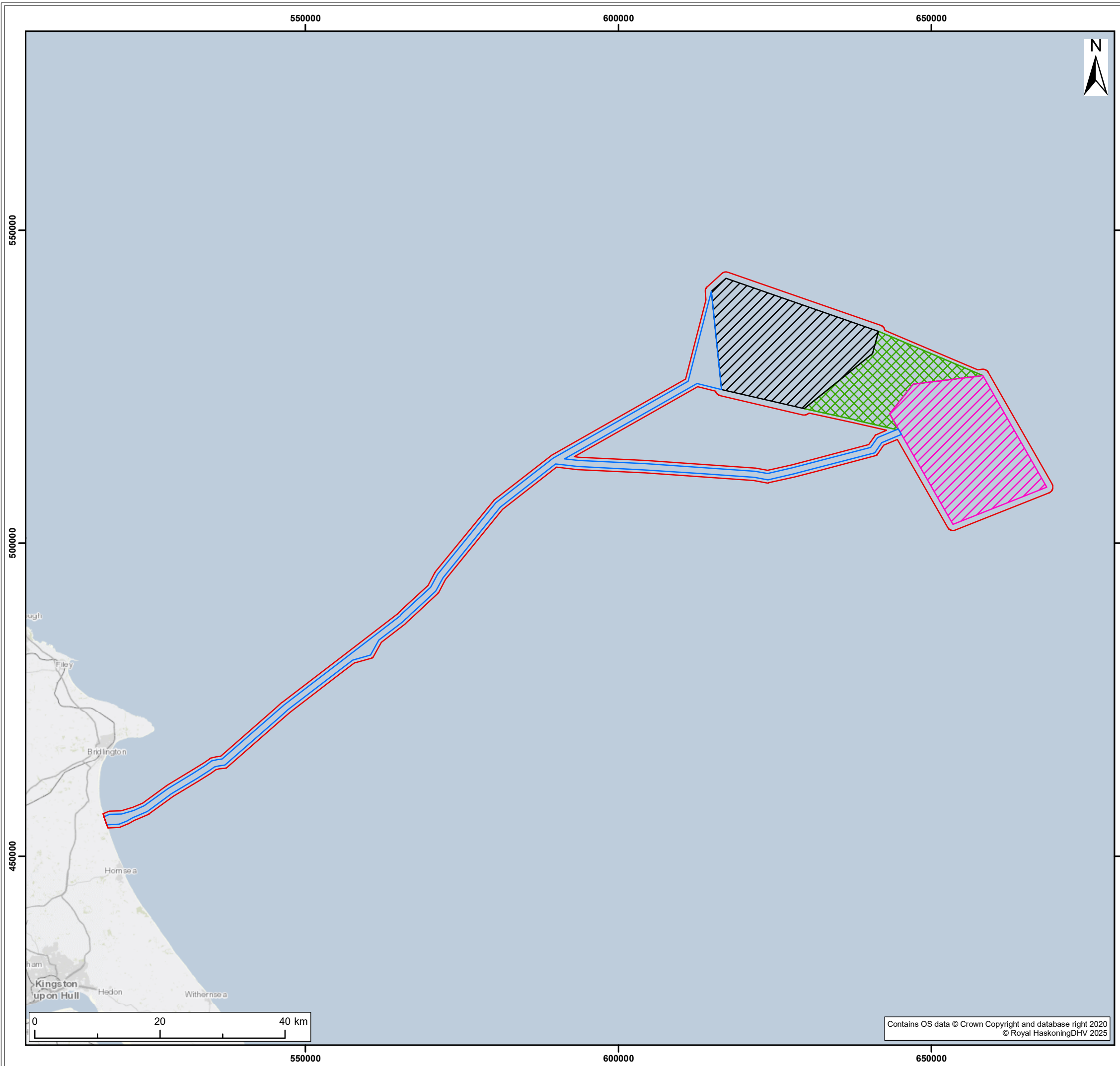
17. The offshore cable description below, provides summarised detail of the cable route and installation method proposed for the Projects. A full description of the proposed works is provided in **Volume 7, Chapter 5 Project Description (application ref: 7.5)**.

### 1.4.1 Offshore Cable Corridor

18. There is not currently a detailed defined route for any of the offshore cables as the application is based around a Rochdale Envelope. However, the array cables, inter-platform and Offshore Export Cables would be installed within the areas indicated within the Offshore Export Cable Corridor, the Inter-Platform Cable Corridor and the Array Areas shown in **Figure 1-1**. Outside of these areas, but within the area bordered by the red line (Offshore Development Area), lies an area which would facilitate construction. No infrastructure would be installed in this Construction Buffer Zone.



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<sup>3</sup> At trenchless crossings the permanent easement width would be located within the Onshore Development Area and determined by the depth of the trenchless crossing at the detailed design stage.



Legend:

- Offshore Development Area
- Offshore Export Cable Corridor
- DBS East Array Area
- DBS West Array Area
- Inter-Platform Cable Corridor

S2	P01	06/02/2025	Suitable for Information	SM	CC	RF
SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR
Title:						
Offshore Development Area						
Figure: 1-1		Drawing No: PC2340-RHD-OF-ZZ-DR-Z-1012				
Co-ordinate system: WGS 1984 UTM Zone 31N			Page Size: A3		Scale: 1:600,000	
Project: Dogger Bank South Offshore Wind Farms			Report: Cable Statement			
 						

19. Preparatory works will be carried out prior to cable installation (see section 1.4.2). The cables will be buried below the seabed wherever possible. Where this is not possible, or where sufficient burial depths are not achieved, external cable protection would be required. In all cases, the amount of external cable protection would be minimised as far as is practicable. Two Preliminary Cable Burial Risk Assessments (CBRAs) are included in Appendix A and Appendix B of this Cable Statement. Appendix A presents a CBRA for the array and inter-platform cabling, whilst Appendix B presents a CBRA for the export cables.
20. It is intended that these documents will be refined and updated or replaced with new versions as project development progresses. As part of the design envelope, target burial depths of 0.5-1.5 metre (m) (relative to the non-mobile seafloor level) have been assumed for the inter-platform and export cables, whilst an indicative burial depth of 0.5-1m (relative to the non-mobile seafloor level) has been assumed for the array cables.

#### **1.4.2 Array Cables**

21. The wind farm electrical array cables would transmit the HVAC power produced at the wind turbines to the OCPs, where the power is converted to HVDC.
22. The array cables would be up to 132kV, with an indicative external cable diameter of up to 220 millimetre (mm). Cable circuits (strings) would be optimised according to the electrical load they are required to carry, with up to three different cable dimensions being used. They would be integrated with fibre optic cables. The array cables will consist of a number of conductor cores, usually made from copper or aluminium.

#### **1.4.3 Inter-platform Cables**

23. Inter-Platform Cables may be required to connect the OCPs between the Projects, and to connect the OCPs to the Accommodation Platform (if required).
24. The Inter-Platform Cable voltage would be up to 275kV, with an indicative external cable diameter of up to 275mm. They would be integrated with fibre optic cables.

#### **1.4.4 Offshore Export Cables**

25. Offshore Export Cables are used for the transfer of power from the OCPs to the landfall. As the decision has been made that the electricity transmission will utilise HVDC technology to transfer electricity from the OCPs to the Onshore Converter Stations, the export cables are expected to transfer electricity at up to 525kV.

26. The Offshore Export Cable Corridor is generally 1km wide, but funnels out to 3km near key crossings, and up to 15km on the approach to the Array Areas. A 500m Construction Buffer Zone lies either side of this corridor. The greater width of the corridor at these locations is designed to provide greater flexibility in the detailed routeing of the export cables at the pre-construction stage. The corridor provides space for the installation works and any foreseeable operation and maintenance activities such as cable reburial or repairs.
27. The Offshore Export Cables will each consist of one power core, usually made from copper or aluminium, surrounded by layers of insulation material and armour to protect the cable from external damage.
28. The receipt of Grid Connection Offers from National Grid Electricity System Operator (now National Energy System Operator) for the Projects has allowed the Applicants to commit to the separate bundling of pairs of the Offshore Export Cables required for each individual project, i.e. one pair of Offshore Export Cables will be bundled to export power from each Array Area.

#### **1.4.5 Offshore Seabed Preparation**

29. Cable installation may require one or more forms of seabed preparation which may include pre-lay grapnel runs and / or pre-lay plough, boulder relocation, sand wave clearance, removal of existing out of service cables and / or Unexploded Ordnance (UXO) clearance. In general, the preparations would be limited to the area directly associated with the cable route, but some preparation (e.g. UXO clearance) would be required for the Construction Buffer Zones in addition. Any materials being cleared (e.g. sand, boulders) would be relocated to a site nearby or adjacent to the area from which they were removed.

##### **1.4.5.1 Boulder clearance**

30. The presence of boulders that present an obstacle to the construction activities would be confirmed by pre-construction surveys. In the instance that a boulder cannot be avoided, it would be relocated to an adjacent area of seabed within the Offshore Development Area where they do not present an obstacle to the works, and where possible to an area of seabed with similar sediment type and avoiding any known sensitive habitats. If required, boulder clearance would be undertaken by sub-sea grab or plough.



## 1.4.5.2 UXO Clearance

31. Specific surveys to identify potential locations of UXO would be undertaken after the DCO is granted. This is to allow more detailed engineering work to be carried out on the cable routes and locations of turbines to allow a targeted survey for potential UXO to be undertaken.
32. If UXO are found, a risk assessment will be undertaken and items of UXO are either avoided, removed or detonated in situ. The methods of UXO clearance considered may include:
  - High-order detonation;
  - Low-order detonation (deflagration); and
  - Removal / relocation.
33. Separate marine licences will be secured for UXO surveys and clearance.

## 1.4.5.3 Pre-lay Grapnel Run

34. Before cable-laying operations commence, it must be ensured that the route is free from obstructions such as discarded fishing gear, anchors or abandoned cables, wires and ropes that may be identified as part of the pre-construction surveys. A survey vessel would be used to undertake a pre-lay grapnel run (PLGR) to clear such identified debris.
35. The width of seabed disturbance along the PLGR is estimated to be approximately 6m, which would be encompassed within the maximum 20m footprint of cable installation works.

## 1.4.5.4 Sand wave Levelling

36. In order to prevent free-spanning and to reduce the risk of cable exposures - and the risks this may present to other marine users - cables will be placed wherever possible in the troughs of sand waves to the seabed reference level. Where this is not possible, the sand waves may be dredged to the seabed reference level prior to installation. Further detail relating to sand wave levelling, deposition and sandbank recovery will be provided ~~in the final Cable Statement(s) and / or final CBRAs~~ in the form of a plan provided as an Appendix to the Final Cable Statement(s) should sand wave levelling be required as part of the Projects.

36.37. Route selection and micro-siting of the cables will be used to avoid areas of seabed that pose a significant challenge to their installation where practicable, including for example areas of sand waves and megaripples. This will minimise the requirement for seabed preparation (levelling) and the associated seabed disturbance.

38. Where sand waves need to be crossed, they will be crossed where conditions allow at an angle as close to 90 degrees to minimise dredge volumes.
- 37.39. Cable installation will occur as soon as is reasonably practicable after sand wave levelling to reduce the need for additional preparation work and minimise disturbance timeframes.
- 38.40. The Applicants note that no likely significant effects were anticipated in connection with sand wave levelling. Hence, no mitigation necessarily needs to be provided. However, the Applicants consider that they can commit to depositing like sediment on like sediment both within and beyond the boundary of the Dogger Bank SAC. Specifically, material identified as sand within surficial sediments can be dredged and deposited on areas of surficial sand. Similarly, surficial sediments identified as being gravel or silt will be disposed of on areas presenting surficial gravels and silts respectively. The results of the pre-construction benthic surveys will be used as the basis to inform which sediments in which geographical areas will fall into each sediment classification for the purpose of delivering this mitigation measure.
- 39.41. In addition, any sediment removed from within the Dogger Bank SAC during construction of the authorised scheme must be disposed of within that part of the Dogger Bank SAC which falls within the Order Limits.

## 1.4.6 Offshore Installation Methods

- 40.42. Cables will be manufactured at a specialist supplier's factory. The manufactured cables will be spooled from the factory to cable carousels situated on a transport vessel or directly onto the installation vessel itself, moored at the adjacent quayside. If a transport vessel is used, the cables will be subsequently transpoiled onto the installation vessel at a local port before it transits to the proposed development site for installation.
- 41.43. Array, inter-platform and Offshore Export Cables would be buried below the seabed wherever possible. The installation method and burial depth will be defined post consent based on the final routes selected and updated cable burial risk assessments. It is anticipated that the offshore cables would be installed via either ploughing, jetting, trenching, or a combination of these techniques, depending on ground conditions along the specific cable route. Depending on the final installation method, it is possible that trial operations may be required in advance of cable installation. Temporary wet store locations may be designated within the Offshore Development Area for use during the construction phase if required.
- 42.44. The most likely techniques for cable installation are described in sections 1.4.6.1 to 1.4.6.3, below.

## 1.4.6.1 Ploughing

[43.45.](#) This method involves a blade, which cuts through the seabed and the cable is laid behind. Ploughs are generally pulled directly by a surface vessel or they can be mounted onto a self-propelled tracked vehicle which runs along the seabed. Cable ploughs are usually deployed in simultaneous '*lay and trench*' mode although it is possible to use the plough to cut a trench for the cable to be installed at a later date provided the ground conditions are suitable. When installing the cable in simultaneous lay and trench operation the plough may use cable depressors to push the cable into position at the base of the cut trench; as the plough proceeds the trench is backfilled to provide immediate burial.

[44.46.](#) Ploughs can be used in seabed geology ranging from very soft mud through to firm clays but, in general, ploughs are not suited to harder substrates such as boulder clay or chalk. Some ploughs are fitted with water jet assist options and / or hydraulic chain cutters to work through patches of harder substrates.

## 1.4.6.2 Jetting

[45.47.](#) This method involves directing water jets towards the seabed to fluidise and displace the seabed sediment. This forms a typically rectangular trench into which the cable generally settles under its own weight. The water jets are usually deployed on jetting arms beneath a Remotely Operated Vehicle (ROV) system that can be free-swimming, based on passive skids, active tracks or towed jetting skids. During the formation of the trench the displaced sediment is forced into localised suspension and settles out at a rate determined by the sediment particle size, density and ambient flow conditions.

[46.48.](#) The jetting process is not intended to displace sediment to an extent that it is totally removed from the trench; moreover, it requires that the fluidised sediment is available to fall back into the trench for immediate burial through settling. It is only the finer fractions of sediments that are likely to be held in suspension long enough to become prone to dispersal away from the trench as a plume. A key benefit of a jetting tool is that it can operate close to structures and it is also possible to use jetting tools for remedial burial if required. Typically, there are two methods of water jetting available: 'seabed fluidisation' and 'forward jetting a trench'.

[47.49.](#) Seabed fluidisation involves first laying the cable on the seabed and afterwards positioning a jetting sledge above the cable. Jets on the sledge flush water beneath the cable fluidising the soil whereby the cable, by its own weight, sinks to the depth set by the operator.

~~48.50.~~ Forward jetting a trench uses water jets to jet out a trench ahead of cable lay. The cable can typically be laid into the trench behind the jetting lance.

#### 1.4.6.3 Trenching

~~49.51.~~ Trenching involves the excavation of a trench whilst temporarily placing the excavated sediment adjacent to the trench. The cable is then laid, and the displaced sediment used to back-fill the trench, covering the cable. This is most commonly used where the cable must be installed through an area of rock or seabed composed of a more resistant material. Trenching is a complex, time-consuming and expensive method to use compared to other methods and therefore unlikely to be the preferred option for the majority of the Offshore Export Cable Corridor.

### 1.4.7 Array and Inter-platform Cable Installation

~~50.52.~~ Each section of the array and Inter-Platform Cable would be laid from the cable lay vessel either from a static coil or a revolving carousel, turntable, or drum. The cable would be pulled into the turbine foundation via a J-tube (or alternative cable entry system) and hung-off inside the foundation structure before being connected to the turbine electrical system.

~~51.53.~~ A typical methodology for installing the cable into a J-tube is:

- Mobilisation of a specialist cable installation vessel to site;
- A vessel would take up station adjacent to a wind turbine foundation; The cable end would be connected to a pre-installed messenger wire at the wind turbine foundation. The messenger wire would be recovered by a ROV. The messenger wire would then allow the cable to be pulled into the wind turbine foundation from a temporary pre-installed winch arrangement at the wind turbine foundation. An ROV would be used to monitor the cable entering the J-tube or cable entry system;
- When the first cable end is pulled in with required overlength, the cable is secured with a temporary hang-off arrangement and cable installation continue towards the wind turbine foundation for second end pull-in and hang-off. Separate teams would be mobilized for installing permanent;
- Hang-off of the cable and terminate the cable cores and fibre optic cables;
- Second end cable pull-in, hang-off and termination would in principle be similar to the first end, except for over-boarding of the last end of the cable from the installation vessel that would be by means of a quadrant; and

- The same principle for cable installation is applicable for wind turbine foundations without a J-tube. The main differences are the interface between the cable protection system and the foundation entry; without a J-tube the cable is free hanging inside the foundation structure.

## 1.4.8 Offshore Export Cable Installation

~~52.54.~~ The installation of the Offshore Export Cables is likely to involve the burial of the cables below the seabed using ploughing, trenching, or jetting as outlined in section 1.4.6. Sensitive areas of seabed, such as those supporting features of archaeological or nature conservation interest will be avoided as far as possible.

~~53.55.~~ Due to the length of the Offshore Export Cable Corridor, and the limitations upon cable carousel size / weight on the installation vessel, it is very likely that the export cables would be installed in sections with pre-planned cable joints along the Offshore Export Cable Corridor. At the pre-planned cable jointing locations, the two ends of the cables would be laid on the seabed with sufficient slack to allow them to be lifted onto a suitable vessel. The cable jointing is then completed onboard the vessel before the cable is lowered back down to the seabed. The cable is then buried, if possible, or protected using measures as described in section 1.4.9.

~~54.56.~~ As the energy transmission technology is HVDC a small likelihood of a potential impact on ships' compasses from the electro-magnetic field has been identified. Therefore, a pre-construction compass deviation study may be required, depending on the expected strength of the electromagnetic field. This need will be determined through dialogue with the Maritime and Coastguard Agency (MCA) prior to construction, with evidence provided by the Applicants on the predicted strengths of the magnetic fields of the export cables.

~~57.~~ Should this study go ahead, MCA would be willing to accept a three-degree deviation for 95% of the cable and no more than a five-degree deviation for the remaining 5% of the route. If this requirement cannot be met, further mitigation measures may be required, with the details to be agreed with MCA. This additional work may include a post-installation compass deviation survey of the cable route.

~~55.58.~~ The trenchless landfall exit will not be located within 350m seaward of MLWS.

## 1.4.9 Offshore Cable Protection

56.59. There may be a requirement for additional / external cable protection to be installed around the array, inter-platform and Offshore Export Cables. The exact amount of cable protection required would depend on the burial depths achieved and assessments of the scour and cable and seabed movement that could occur during the operating life of the wind farm. Cable protection could also be required at third party cable or pipeline crossings which may occur on the cable routes.

57.60. The exact form of cable protection used will depend upon local ground conditions, hydrodynamic processes and the selected cable protection contractor. However, the final choices may include one or more of the following:

- Concrete ‘mattresses’;
- Rock placement (loose and/or bagged);
- Geotextile bags filled with stone, rock or gravel;
- Polyethylene or steel pipe half shells, or sheathes; and / or
- Bags of grout, concrete, or another substance that cures hard over time.

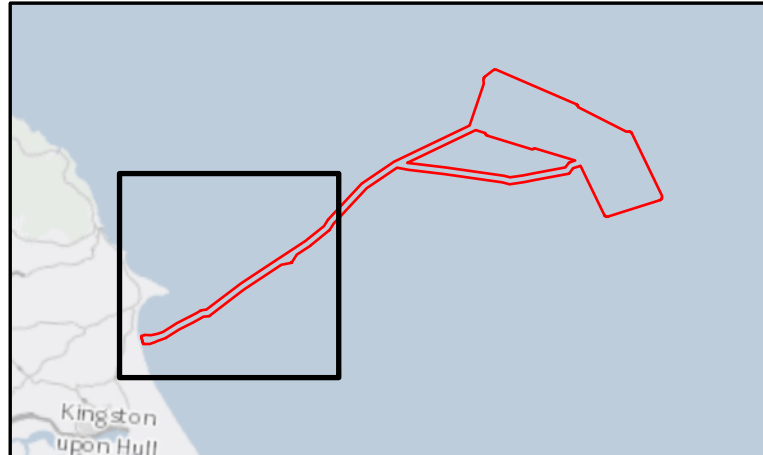
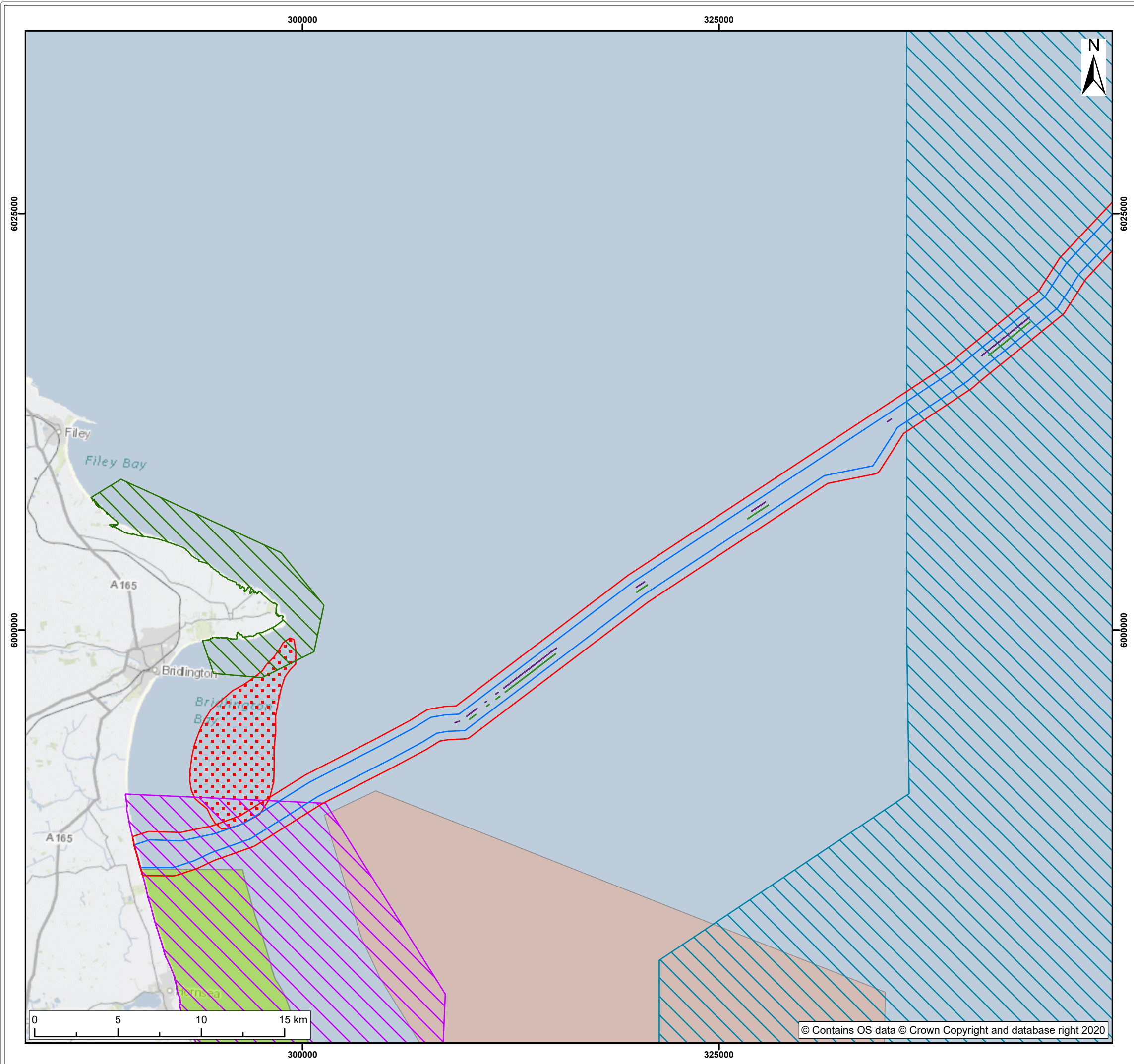
58.61. The design and methodology of these cable and pipeline crossings would be confirmed in agreement with the asset owners post-consent. However, it is likely that a berm of rock (or mattress) would be placed over the existing asset for protection, known as a pre-lay berm, or separation layer.

59.62. The cable would then be laid across this at an angle as close to 90 degrees as possible. The DBS cables would then be covered by a second post lay berm to ensure that the cable remains protected and in place. The rock berms would be inspected regularly. They may need to be replenished with further rock placement through the lifetime of the Projects dependent on their condition. **Table 1-4** provides details of the offshore cable protection parameters. The first principle of the use of cable protection is that it will be minimised to the greatest practicable extent in all cases. Where cable protection is required within the Dogger Bank Special Area of Conservation no more than 10% of the total cable length will be protected, in line with the requirements of the Offshore Wind Round 4 Record of the Habitats Regulations Assessment (The Crown Estate, 2022).

60.63. In addition, the Projects have made the commitment that any Offshore Export Cables associated with the Projects will be buried within the intertidal zone at landfall, and 350m seaward of MLWS. No surface cable protection will be used within these areas.



- ~~61.64.~~ Cable protection will also be limited to 10% of the cumulative length of all cables laid between 350m seaward of MLWS and the 10m depth contour as measured against the lowest astronomical tide before the commencement of construction.
- ~~62.65.~~ Where scour protection is required, MGN 654 will be adhered to with respect to changes greater than 5% to the charted water depth referenced to chart datum in consultation with the Maritime and Coastguard Agency and Trinity House. Compliance with MGN 654 would be secured within the DCO.
66. To ensure the safety of fishing activity and to minimise the amount of fishing grounds lost, cable protection in areas where the minimum target burial depth (0.5 - 1.5m depending on the cable in question) of cable cannot be achieved would be designed to minimise snagging hazards as far as possible, for example by minimising height above seabed, ensuring smooth and shallower profiles, selecting the right grade for rock placement and ensuring appropriate types of rock (e.g. smoother edges) are used.
- ~~63.67.~~ The removability of external cable protection will be considered as part of the development of the final Cable Statement(s). An assessment of the different types of protection will be included in both the final Cable Statement(s) and the Decommissioning Programme(s) to be produced for submission to the Secretary of State prior to the commencement of construction.
68. The preliminary external cable protection locations for the Export Cable Corridor are presented in **Figure 1-2**. These locations are based on information presented in Appendix F of Appendix B of this document. The information presented in **Figure 1-2** is preliminary and indicative and should not be taken as being representative of final proposals. It is possible that no external cable protection will be required in areas where presently indicated. Equally, external cable protection may be required in areas where it is not presently indicated. The final external cable protection locations will be informed by factors including, but not limited to, the results of further site investigations, final cable routing, updated cable burial risk assessments and the burial depths achieved during installation.



- Legend:
- DBS East Export Cable Remedial Protection
  - DBS West Export Cable Remedial Protection
  - Offshore Development Area
  - Offshore Export Cable Corridor
  - Dogger Bank SAC
  - Southern North Sea SAC
  - Flamborough and Filey Coast SPA
  - Greater Wash SPA
  - Holderness Inshore MCZ
  - Holderness Offshore MCZ
  - Smithic Bank (Annex I Sandbank)

Note: The preliminary export cable remedial protection locations illustrated in this figure are indicative and subject to change.

	01	09/06/2025	Suitable for Information	CG	DB	DB
	REV	DATE	DESCRIPTION	DRW	CHK	APR

Title:  Export Cable Remedial Protection		
Figure: 1-2	Drawing No: 005942086-01	
Co-ordinate system: WGS 1984 UTM Zone 31N	Page Size: A3	Scale: 1:225,000
Project:  Dogger Bank South Offshore Wind Farms	Report:  -	





Table 1-4 Offshore Cable Protection Parameters

Parameter	DBS East	DBS West	Both Projects
<b>Offshore Export Cable Protection</b>			
Indicative max proportion of export cable length requiring remedial protection (%)	20%	20%	20%
Indicative total offshore export cable route protection (m <sup>2</sup> )	1,147,415	936,074	2,083,489
<b>Array Cable Protection</b>			
Indicative max proportion of array cable length requiring remedial protection (%)	10%	10%	10%
Indicative total array cable length protection (m <sup>2</sup> )	375,780	375,780	751,560
<b>Inter-Platform Cables</b>			
Indicative max proportion of inter-platform cable length requiring remedial protection (%)	10%	10%	10%
Indicative total inter-platform cable protection (m <sup>2</sup> )	43,203	43,203	330,011

## 1.5 Offshore Cable Monitoring and Remedial Work

- [64.69.](#) Throughout the life of the Projects the on-going success of cable burial and cable protection will be monitoring through geophysical surveys (see **Volume 8, In Principle Monitoring Plan (application ref: 8.23)** for further details).
- [65.70.](#) Where information obtained through survey reveals the need for cable reburial or the deposit of additional or remedial cable protection, the necessary steps will be undertaken in line with the principles relating to the licensing of such work as laid out in **Volume 8, Outline Offshore Operations and Maintenance Plan (application ref: 8.24)** submitted in support of this application.

## 1.6 Landfall

- [66.71.](#) The Offshore Export Cables would make landfall near Skipsea using trenchless installation techniques. The Offshore Export Cables would be connected to the Onshore Export Cables in Transition Joint Bay (TJBs), which would be constructed prior to the installation of the Offshore Export Cables nearshore. The TJBs and cable alignments would be designed so as not to interfere with natural coastal processes across the life of the Projects. The landfall location near Skipsea is shown on **Volume 7, Figure 5-3b** and **Figure 5-3c (application ref: 7.5.1)**.
- [67.72.](#) The Landfall Zone extends inland to allow the TJBs to be located beyond any areas at risk of natural coastal erosion, and to provide space for temporary construction logistics and access requirements.
- [68.73.](#) The landfall location near Skipsea was chosen as the result of a site selection process, considering environmental and technical constraints. The site selection process is described in **Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)**.
- [69.74.](#) To reduce the impact of the landfall, a trenchless installation method such as Horizontal Directional Drilling (HDD) is to be used to install ducts that will house the cables under the beach. The ducts would run from the TJB, located landward of landfall, to an exit location offshore (“long HDD”) (See **Plate 1-1**). To allow the connection of the Offshore and Onshore Export Cables, up to six completed ducts would be installed. This consists of three ducts per Project (two power cable ducts, plus a smaller duct for a fibre optic communications cable).

- ~~70.~~75. Landfall design is to be undertaken post consent and would consider potential future coastal erosion, nearshore coastal processes, natural features that influence wave action and local flood risk and access requirements for entry and exit locations of the proposed landfall trenchless installation. The Offshore Export Cables would be pulled ashore or offshore through the pre-installed HDD ducts and would interface with the onshore cables at the TJBs.
- ~~71.~~76. Duct extensions may be required to enable the landfall HDD ducts to be extended further offshore to facilitate cable installation from an installation vessel situated offshore. These duct extensions would be of a similar diameter to the HDD ducts and installed in their own trench at a similar depth of cover to the Offshore Export Cables. The duct extension excavations would be backfilled before the arrival of the cable installation vessel.
- ~~72.~~77. For the sequential build of DBS East and DBS West, the landfall ducts for both Projects will be installed as part of the first project to help reduce impacts as far as practicable.

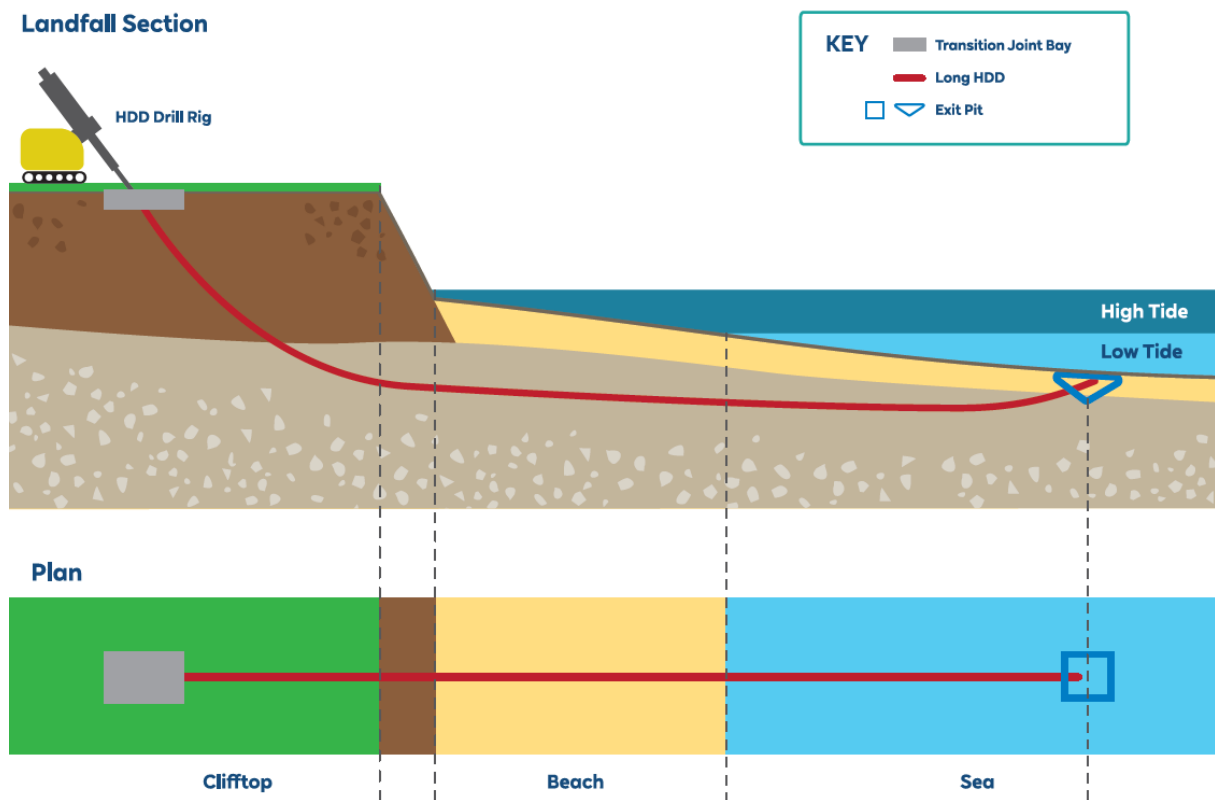


Plate 1-1 Illustrative Section and Plan Landfall Works HDD options

## 1.7 Description of Onshore Export Cables and Cable Corridor

[73.78.](#) The Onshore Export Cable description below provides summarised detail of the cable route and installation method proposed for the Projects.

[74.79.](#) The onshore aspects of the Projects include:

- Landfall: the area above Mean Low Water Springs (MLWS) where the Offshore Export Cables are connected to the Onshore Export Cable circuits within TJBs;
- Onshore Export Cable Corridor where permanent infrastructure connects the cables at Landfall Zone to the proposed Onshore Converter Station(s);
- Onshore Converter Station(s): contains specialist electrical equipment to convert the power from HVDC to HVAC for export along the Onward Cable Corridor to the proposed Birkhill Wood National Grid Substation; and

- Connection to the National Grid will include 400kV underground circuit(s) running from the proposed Onshore Converter Station(s) to the proposed Birkhill Wood National Grid Substation.

[75.80.](#) For a full description of the Maximum Design Scenarios associated with the Projects see **Volume 7, Chapter 5 Project Description (application ref: 7.5) and Project Change Request 1 – Offshore and Intertidal Works (document reference 10.49).**

## **1.7.1 Onshore Export Cable Corridor**

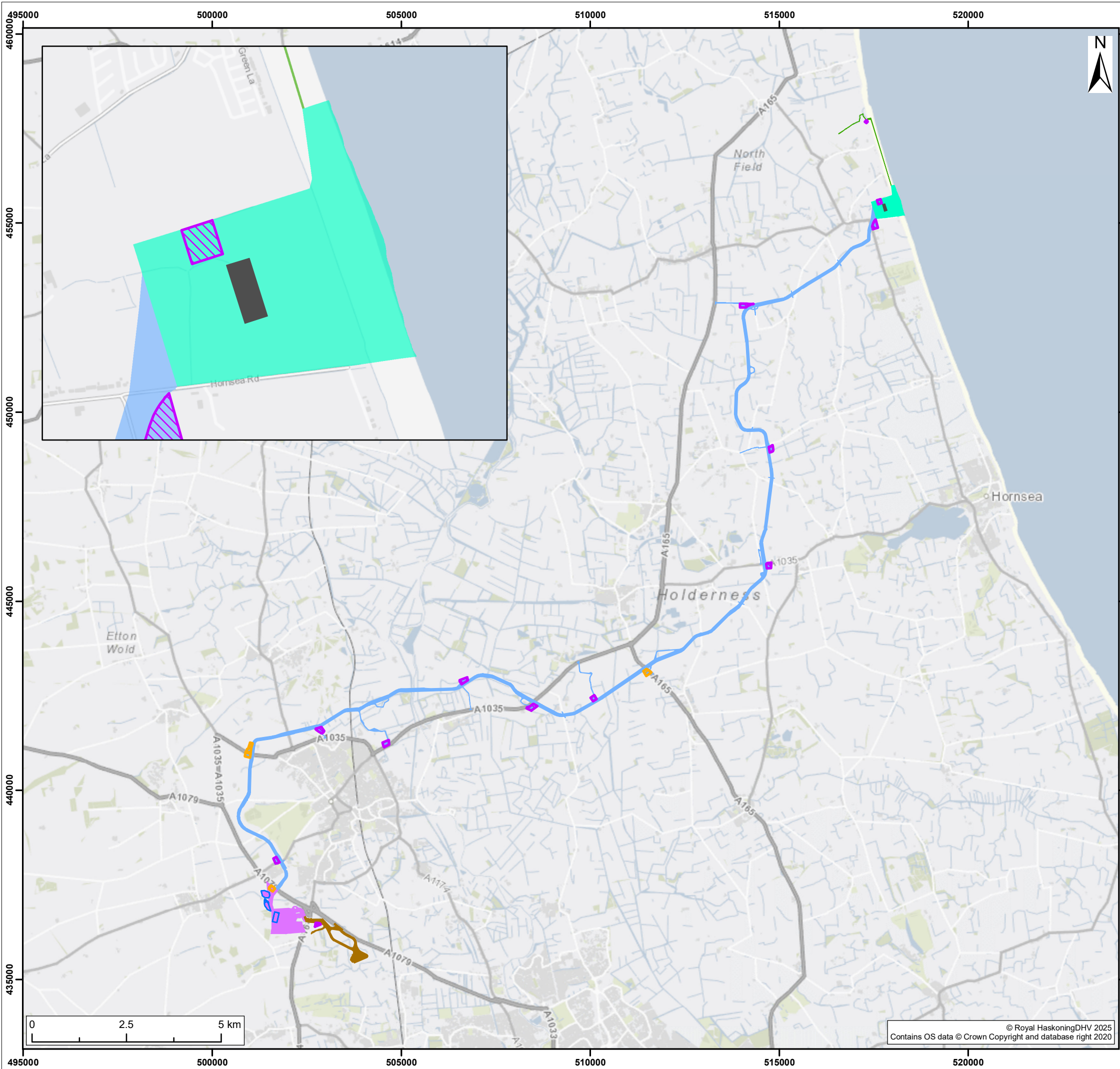
[76.81.](#) The Onshore Export Cable Corridor would run between the Landfall Zone near Skipsea to the Substation Zone, near Bentley where the Onshore Converter Station(s) are located. This is shown in **Figure 1-3**.

[77.82.](#) A 75m wide Onshore Export Cable Corridor from the TJBs to the Onshore Converter Stations, widening to 90m at complex trenchless crossings is being considered for the purposes of the EIA. The Onshore Export Cable Corridor will be approximately 32km from the Landfall Zone to the Onshore Substation Zone.

[78.83.](#) The Onshore Export Cables will require trenches to be excavated, within which ducts will be installed to house the power cables and associated fibre optic cables. Major crossings, such as major roads, river and rail crossings will be undertaken using trenchless crossings techniques such as HDD. The HVDC export cables will enter the Substation Zone and connect to the Converter Station buildings. The electrical power will pass through the buildings and into the equipment in the yard, which will convert it from HVDC to HVAC.

[79.84.](#) Where the cable crosses flood defences this will likely require monitoring to ensure there is no detrimental impact to defences (i.e. no settlement occurs as a result of trenchless techniques).





- Legend:
- Landfall Zone
  - Onshore Export Cable Corridor
  - Emergency Beach Access
  - Onshore Substation Zone Temporary Construction Compounds
  - Onshore Substation Zone
  - Onward Cable Connection to the proposed Birkhill Wood National Grid Substation
  - Transition Joint Bay (TJB) Compound
  - Main Temporary Construction Compound
  - Satellite Temporary Construction Compound

S3	P02	07/02/2025	Suitable for Information	SM	ND	RH
SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR

Title:

Onshore Development Area

Figure: 1-3 Drawing No: PC2340-RHD-ON-ZZ-DR-Z-1013

Co-ordinate system: British National Grid Page Size: A3 Scale: 1:100,000

Project: Dogger Bank South Offshore Wind Farms Report: Cable Statement



## 1.7.2 Onward Cable Connection to the proposed Birkhill Wood National Grid Substation

[80.85.](#) A further section of buried cable is required to connect the Projects from the Onshore Converter Stations with the proposed Birkhill Wood National Grid Substation. It will exit the Substation Zone via underground 400kV HVAC cables which will connect to the proposed Birkhill Wood National Grid Substation. This section of cabling would be similar in design to the Onshore Export Cable Corridor cabling, but must be HVAC at 400kV. It will have four circuits for an In Isolation Scenario, and eight for a Concurrent and Sequential Scenario, installed with a 20m and 34m permanent easement within a 53.5m and 100m cable corridor respectively.

## 1.7.3 Onshore Cable Installation

[81.86.](#) Site enabling works will be required before starting the main construction of the Onshore Export Cable Corridor and Onward Cable Connection. These works are likely to include:

- Temporary fencing;
- Upgrade of existing, or installation of new, access from the public highways, only where required;
- Archaeological and ecological survey / mitigation works as necessary;
- Utility diversions and installation of temporary site drainage where required;
- Vegetation clearance; and
- Establishment of TCC site compounds, which could include site offices, welfare facilities, security, wheel washing facilities, lighting and signage.

[82.87.](#) Main Construction activities for the onshore Export Cable Corridor and Onward Cable Connection are likely to include:

- Topsoil removal (to edge of working area);
- Temporary haul road installation along all sections of the route;
- Trenchless duct installation beneath obstacles (such as major roads, railways, rivers and ecological features);
- Installation of header or interceptor drains at cable corridor boundaries;
- Trench excavation (up to four trenches);
- Duct installation;
- Trench backfilling;



- Existing field drainage repairs (where disruption occurs);
- Jointing Bay installation (including French drains to prevent water pooling above jointing bay); and
- Topsoil reinstatement.

83.88. Once the ducts are installed cable installation will commence for the two export circuits required for DBS West and DBS East respectively which includes:

- Cable installation (pulled through ducts from each joint pit);
- Cable Jointing; and
- Cable testing and commissioning.

84.89. The main cable installation method will be through the use of open-cut trenching with ducts installed, the trench backfilled and cables pulled through the pre-laid ducts.

85.90. For open trenching the cable circuits will be installed within an Onshore Export Cable Corridor generally up to 75m and 100m wide for the Onward Cable Connection, during the construction phase.

86.91. For the Sequential build of DBS East and DBS West, the cable ducts for both Projects will be laid as part of the construction of the first project to help reduce environmental, ecological and social impacts.

### 1.7.3.1 Jointing Bays

87.92. Jointing Bays will be required along the Onshore Export Cable Corridor and the Onward Cable Connection cable route to allow cable pulling and jointing of two sections of cable. One Jointing Bay will be required approximately every 0.75km to 1.5km of each cable (to be determined by detailed design). The Jointing Bays will each have a maximum construction footprint of 250m<sup>2</sup> (indicatively up to 25m long by 10m wide) and a permanent footprint of 24m<sup>2</sup> (3m x 8m). While crossing agricultural land the highest point in the Jointing Bay – including the cable circuit and associated protection – will be at a minimum depth of 1.35m below the existing ground level. In some areas the Jointing Bays could be deeper, for example where there is extensive field drainage.



~~88.93.~~ Each Jointing Bay would be accompanied by a Link Box to allow testing and monitoring of cable joints. The Link Boxes are generally much smaller in footprint than the Jointing Bays and at a much shallower depth with a manhole inspection cover at the surface. Each Link Box and associated manhole cover would be up to 2.5x4m and the only permanent infrastructure above ground infrastructure during operation. There would be up to 205 Link Boxes and manholes associated with the construction of two Projects.

### 1.7.3.2 Cable Crossings

~~89.94.~~ All crossings are listed within the Onshore Obstacle Crossing Register provided in **Volume 7, Appendix 5-2 (application ref: 7.5.5.2)**. The crossing methodology will be finalised at the detailed design stage. Where there is currently an option for either an open cut or a trenchless crossing option the worst case has been selected in the EIA.

~~90.95.~~ Where open cut trenching is used for watercourse crossings, implementation may include damming of watercourses/drains with over-pumping or diversion of drains given further review during detailed design. Open cut crossings will typically involve the installation of ducts beneath the channel bed to avoid impacts to the active channel bed. Reinstatement of the trench would be conducted to the pre-construction depth of the watercourse, taking care to reinstate the channel bed material and subsoils in the correct order. The dams would then be removed. Temporary dam and divert would only be required for the duration of time that duct installation takes place in that location. A crossing agreement would be agreed with the relevant authority, either the Internal Drainage Board, Lead Local Flood Authority or the Environment Agency.

~~91.96.~~ Open cut crossings of minor roads, Public Rights of Way and tracks will utilise either traffic management or short temporary closures or diversions.

~~92.97.~~ Trenchless crossing techniques will be used at a number of locations as an alternative methodology to open-cut trenching to cross significant environmental and physical features such as main rivers, major drains, roads, and railways. There are a number of potential trenchless techniques which may be used such as HDD, microtunneling, auger boring, pipe jacking, pipe ramming and others. The type of trenchless crossing would be determined during detailed design, however, the HDD technique is likely to be a conservative case in terms of area required and likely impacts associated with the construction activities for use in the EIA.

93.98. The HDD process involves drilling under the feature being avoided. Typically, a drilling head is used to drill a pilot hole along a predetermined alignment, before this pilot hole is widened using larger drilling heads to the required bore size. Bentonite pumped to the drilling head is used to stabilize the hole and ensure it doesn't collapse.

94.99. Trenchless crossing construction compounds would be required within the Cable Corridor at the 'entry' and 'exit' pits (dependent on the technique chosen) at suitable locations adjacent to each obstacle, or group of obstacles, to be crossed. The distance that each compound will be from the obstacles will be determined during the construction stage of the Projects and will depend on factors such as the length of the crossing, the height differential of the land either side of the obstacles, depth of the obstacle to be cleared, and the local ground conditions.

95.100. As the length of each crossing will not be finalised and known until the construction phase, the duration for each trenchless duct installation is not currently known.

#### **1.7.4 Onshore Converter Station(s)**

96.101. An Onshore Converter Station is required for each of the DBS West and DBS East projects. These are located to the south-west of Beverley near the hamlet of Bentley which is within 2.5km of the proposed Birkhill Wood National Grid Substation.

97.102. The Onshore Converter Stations convert the power from HVDC to 400Kv HVAC for export along the Onward Cable Corridor of 2.5 km to the proposed Birkhill Wood National Grid Substation. The DBS East and DBS West HVDC Onshore Converter Stations would be either Air Insulated or a gas insulated switchgear design. The parameters set out in the DCO application represent a worst case spatially for EIA.

98.103. The Onshore Converter Stations are expected to include the following:

- Control building;
- Gas insulated switchgear building (if required);
- External fire barriers;
- Static var compensator building (if required);
- Valve halls;
- Transformers;
- Lightning protection masts;
- Palisade fencing;
- Switchgear;

- Shunt reactors;
- Emergency diesel generators;
- Service buildings;
- Spare part building
- Cooling systems;
- Earth mat;
- Harmonic filters if required; and
- Access roads – for operation and maintenance access to equipment.

~~99.~~104. The Onshore Converter Stations would be constructed to accommodate the connection of both DBS East and DBS West to the transmission grid. The permanent footprint of one HVDC Converter Station would be up to 32,208m<sup>2</sup>. The permanent footprint of two HVDC Converter Stations would be up to 64,416m<sup>2</sup>.

~~100.~~105. The electrical equipment requires a carefully controlled environment (i.e. a climate controlled, clean room) to function safely, necessitating a large the valve hall building to be designed so that it is weathertight and meets airtightness standards. The Valve Halls, the tallest building in the Onshore Substation Zone and has a maximum height of 24m above existing ground level which is the highest building. Other tall features within the Onshore Substation Zone would be the lightning protection masts at a maximum height of 27m above ground level.

### 1.7.5 Grid Connection

~~101.~~106. National Grid Electricity Transmission own and maintain the high voltage electricity transmission network in England and Wales. National Grid ESO is responsible for operating the electricity transmission system in Great Britain in July 2020, the UK Government launched the Offshore Transmission Network Review to ensure offshore wind generation is delivered in the most appropriate way, taking into consideration the environment, cost to consumers, local communities and deliverability.

~~102.~~107. Resultant studies of the proposed Grid Connection by National Grid ESO is discussed further in **Volume 7, Chapter 4, Site Selection and Alternatives (application reference: 7.4)** which resulted in the identification of the proposed Birkhill National Grid Substation adjacent to the existing Creyke Bank National Grid Substation.

~~103.~~108. The proposed Birkhill Wood National Grid Substation is not part of the Projects and therefore not part of the DCO application. Ownership of the proposed Birkhill Wood National Grid Substation is with National Grid. Connections to the National Grid substation itself would be completed by National Grid or their appointed contractors. Connection to the proposed Birkhill Wood National Grid Substation is expected to be in 2029 at the earliest.

## 1.8 Summary

~~104.~~109. Through the information provided above this document has set out the "*details of the proposed route and method of installation for any cable*" associated with the Projects in accompaniment to the application as required by Regulation 6(1)(b)(i) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the APFP Regulations).

~~105.~~110. This document has also set out the considerations for cable route design and approach to installation, presenting preliminary information regarding the cable specification, burial depths and cable protection both offshore and onshore. The high-level information provided in this document would be factored into the final design and installation planning for the DBS cabling as the development of the Projects continue. Thus, this document establishes the basis for how the DBS projects will ensure a safe, reliable and protected grid connection for the Projects.

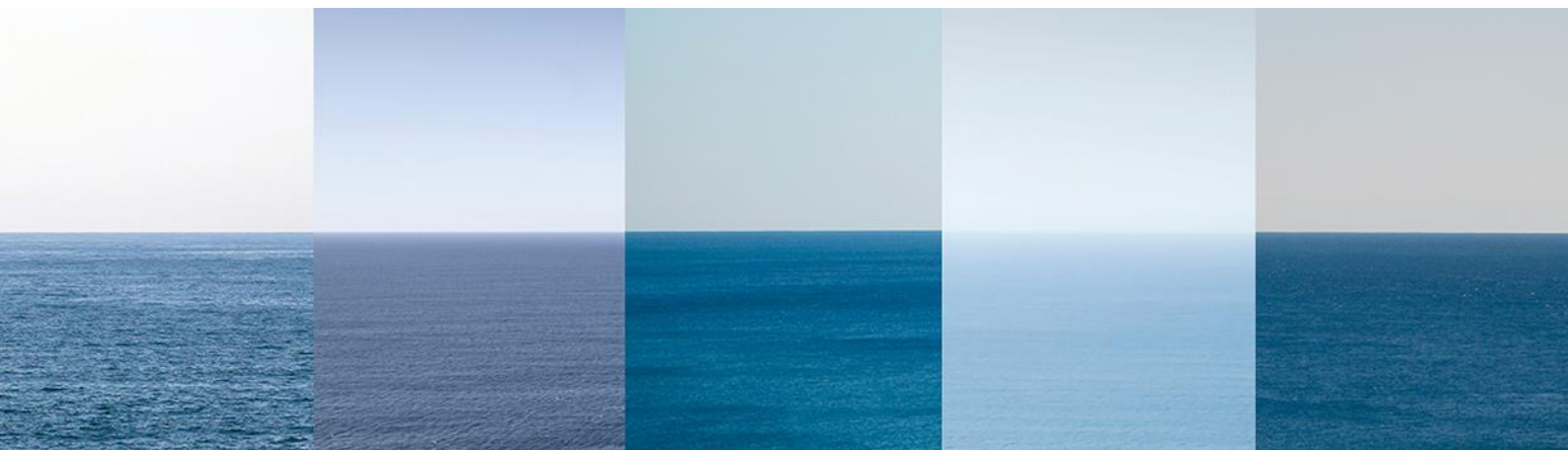
## References

Electricity System Operator (2024). HND Impact Assessment –South Cluster Outcome Summary.

The Crown Estate (2022). Offshore Wind Round 4: Record of the Habitats Regulations Assessment, document reference 38255-TCE-DOC-103.

## Appendix A

### Dogger Bank South Array Area – Preliminary Cable Burial Risk Assessment and Installation Report






# Dogger Bank South Array Area

## Preliminary Cable Burial Risk Assessment and Installation Report

For RWE

GM-PRJ111361-GEO-RP-0002

004626111-02

02	09/08/2023	Issued for Review	Subsea Cable Engineer	GIS Lead	Subsea Cable Engineering Lead
					
			F. Dick	L. Murray	M. Laing
Rev	Date	Document Status	Prepared by	Reviewed by	Approved by

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01	-	-	Original Issue
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## 1. SUMMARY

On behalf of RWE, Global Maritime have conducted a full CBRA and BAS study for both the Export Cable Route (ECR) and Inter-Array Cables (IAC) for the Dogger Bank South offshore wind farm. This document (004626111-02) focuses on the Inter-Array Cables, details the assessment of the geophysical and geotechnical survey data, including its suitability for application to the CBRA process; and both the CBRA and BAS results. Finally, based on the results of these works, a recommended method for cable installation and protection is provided. The comparable study for the ECR is available under the separate document (004626108-03).

A site conditions assessment has been performed to determine the geological layers of the seabed within the lease area. This assessment found that the majority of the area could be classified into sands of varying densities, with pockets of gravels and frequent shell and shell fragment content. The data from and results presented in Fugro's geotechnical and geophysical surveys formed the basis of all geological unit classification, and the associated survey data and deliverables provided their spatial definition.

Global Maritime's optimised CBRA method was applied with modelled post-windfarm installation vessel traffic to analyse the anchor strike risks to the cable and propose target burial depths along each RPL to minimise the risk to acceptable levels whilst also maintaining practical burial depths across the area. These burial depths vary across the area, due to the changes in soil properties along the cable route along with the density of modelled vessel traffic. The proposed burial depths and risk profile for a series of transects across the site is detailed in the alignment charts within this report. Indicative cable routes and burial zones produced by Global Maritime were used as the basis for the calculation and presentation of the CBRA and BAS results.

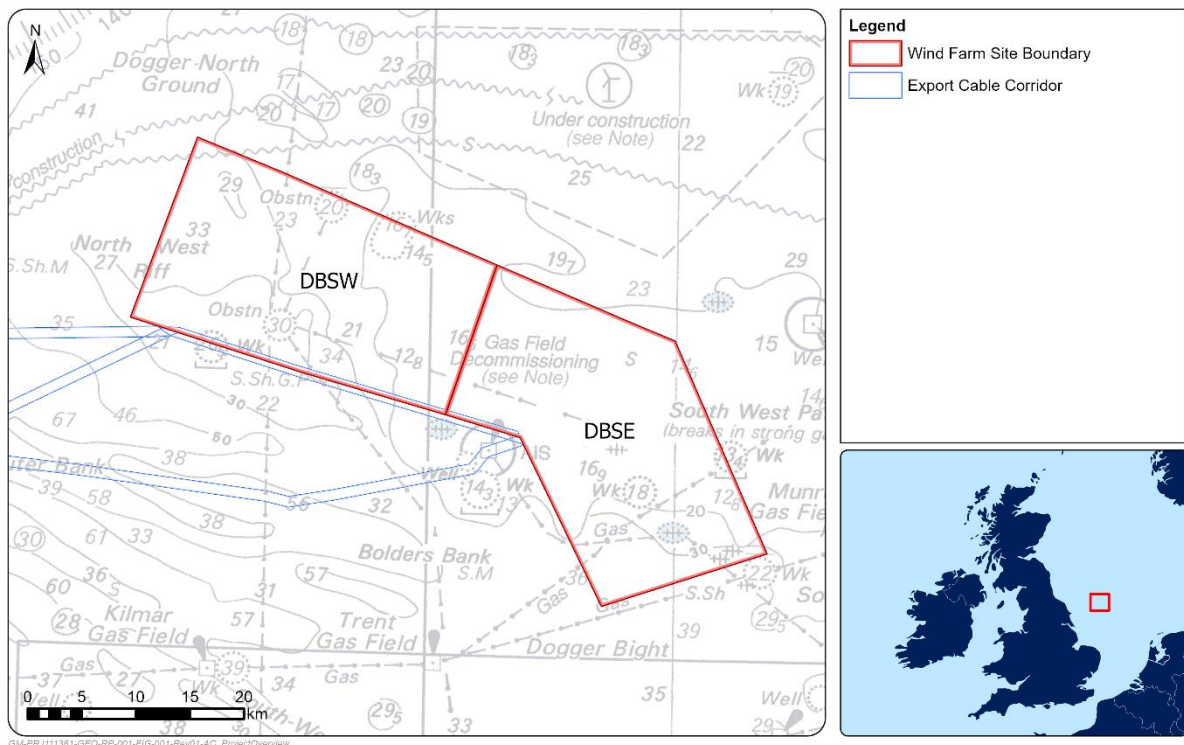
The results of the CBRA and BAS can be used as a basis for routing of the inter-array cables and provide a summary of how the site conditions effect the results, however once the final wind farm layout and final inter-array cable routes are available, the CBRA should be re-run using these to calculate more accurate results specific to the site layout and routes.

## 2. INTRODUCTION

### 2.1 Project Description

RWE Renewables UK Ltd. (RWE) are developing the Dogger Bank South (DBS) site located in the central North Sea. The DBS project is located to the southwest of the wind farms currently under development on the Dogger Bank. The DBS site consists of two adjacent sites, DBS East (DBSE), and DBS West (DBSW), and has a potential total installed capacity of 3 gigawatts (GW).

Global Maritime have executed the Cable Burial Risk Assessment (CBRA) and Burial Assessment Study (BAS) works for the offshore export cables and inter-array cables for the DBS site as detailed in RWE's scope of work document (Ref. 1).



## 2.2 Purpose of Report

The purpose of this report is to present the results of the cable burial risk assessment and burial Assessment study completed by Global Maritime for the DBS Inter-Array Cables. The Wind Turbine Generator (WTG) positions, shown in Figure 2, are indicative only at the time of writing, and no IAC routes have been provided. Therefore, the CBRA and BAS results are presented for zones covering the array area, with extracted transects across the site to allow the results to inform future detailed cable routing.

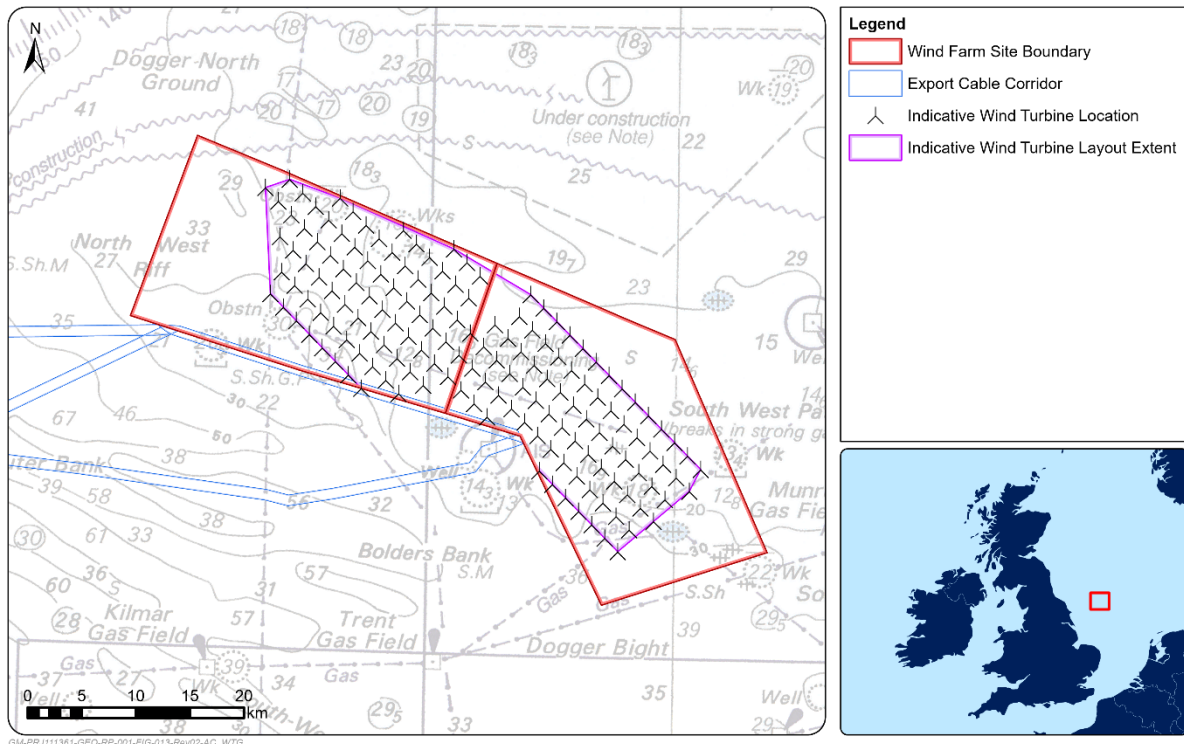


Figure 2: Route Option Schematic

The following works have been completed and results detailed within this report for each route option:

- Data review and gap analysis of all provided site data
- Review of the site conditions within the offshore export cable corridor
- Cable Burial Risk Assessment (CBRA)
- Burial Assessment Study (BAS)

## 2.3 Abbreviations

Abbreviation	Description
AIS	Automatic Identification System
BSF	Below Sea Floor
BAS	Burial Assessment Study

Abbreviation	Description
CBRA	Cable Burial Risk Assessment
DBS	Dogger Bank South
DOB	Depth of Burial
DOC	Depth of Cover
DOL	Depth of Lowering
DNV	Det Norske Veritas
DWT	Dead Weight Tonnage
ECR	Export Cable Route
ECC	Export Cable Corridor
GIS	Geographic Information System
GM	Global Maritime
IAC(s)	Inter Array Cable(s)
ICPC	International Cable Protection Committee
KP	Kilometre Post
LA	Lease Area
LARS	Launch and Recovery System
LAT	Lowest Astronomical Tide
MBBS	Multibeam Backscatter
MBES	Multibeam Echosounder
OSP	Offshore Platform
OSS	Offshore Substation
ROV	Remotely Operated Vehicle
RPL	Route Position List
SBP	Sub-Bottom Profiler
SSS	Side Scan Sonar
UHC	Ultimate Holding Capacity
UHR	Ultra-High Resolution
WTG	Wind Turbine Generator

Table 1: Table of Abbreviations



## 2.4 Geodetic Parameters

The following geodetic parameters, unless specified otherwise, have been used throughout this report.

Reference	Description
Datum	WGS 1984
Projection	UTM Zone 31N
Vertical Reference	Lowest Astronomical Tide (LAT)

Table 2: Geodetic Parameters

## 2.5 Units

All distance and depth units within this report will be measured in metres, unless stated otherwise.

Dates will be given in dd/mm/yyyy format.

### 3. DATA REVIEW AND GAP ANALYSIS

#### 3.1 Data Sources

The below project specific data:

- 1) RWE, Submarine Cable Burial Risk Assessment Specification, Dogger Banks South Offshore Wind Farm, Doc. No. 004485369-01, Rev. For Issue, September 2022.
- 2) Fugro, DBS WPM1 Array Area Seafloor Results Report, Dogger Bank South Offshore Wind Farm, UK, North Sea, Doc. No. 004267910-02, Rev. 01, April 2023.
- 3) Fugro, DBS WPM1 Array Area Shallow Geological Results Report, Dogger Bank South Offshore Wind Farm, UK, North Sea, Doc. No. 004267911-01, Rev. 01, April 2023.
- 4) Fugro, Measured and Derived Geotechnical Parameters, Dogger Bank Offshore Wind Farm, UK, North Sea, Doc. No. 004811202-01, Rev. 01, June 2023.
- 5) MarineSpace, 004688005-01-Marine Space - Dogger Bank South Background Review: Bed mobility & Thermal Environment, Version 1, January 2023.
- 6) UltraMap Global Ltd, Historical AIS data for 01/11/2020 – 31/10/2022.
- 7) RWE, Wind farm site boundary. DBS\_LeaseAreas.shp. Received 10<sup>th</sup> November 2023.

The following additional non-project specific references have been used:

- 8) DNVGL, Recommended Practice, Subsea Power Cables in Shallow Water, Doc. No. DNVGL-RP-0360, March 2016
- 9) Cigre, Technical Brochure, Installation of Submarine Power Cables, Doc. No. TB883, October 2022.
- 10) DNV, Recommended Practice, Risk Assessment of Pipeline Protection, Doc. No. DNV-RP-F107, October 2010
- 11) Carbon Trust, Application Guide for the Specification of the Depth of Lowering using the Cable Burial Risk Assessment (CBRA) methodology, Dec 2015
- 12) Carbon Trust, Cable Burial Risk Assessment Methodology, Guidance for the Preparation of Cable Burial Depth of Lowering Specification, CTC835, February 2015
- 13) European Subsea Cables Association (2016), ESCA Guideline No. 6, The Proximity of Offshore Renewable Energy Installations & Submarine Cable Infrastructure in UK Waters, Issue 5, 10 March 2016
- 14) International Cable Protection Committee (2015), ICPC Recommendation No. 2, Recommended Routing and Reporting Criteria for Cables in Proximity to Others, Issue 11B, 3 November 2015
- 15) The Crown Estate (2012), Guideline for Leasing of Export Cable Routes/Corridors
- 16) BERR - Review of Cabling Techniques and Environmental Effects Applicable to the Offshore Wind Farm Industry.

- 17) Navigation Safety Branch, Maritime & Coastguard Agency, Marine Guidance Note MCN543 (M+F) Section 3d, File Ref: MNA/053/010/0626, January 2016.

### 3.2 Data Review and Gap Analysis

To inform the ground model created as part of the CBRA and BAS, Global Maritime were provided with a data pack from the Fugro 2022 geophysical survey (Ref. 2) and Ref. 3) and the factual report from the 2022 geotechnical survey (Ref. 3). An adequacy review of the provided data for the purposes of this study is provided in Table 3. Commentary and a traffic light assessment are also provided, representing **Adequate**, **Partially Adequate**, and **Inadequate**.

Data Type	Source	Comment	Adequacy
Project Boundary	RWE (7)	Boundary for the wind farm lease area in shapefile format	Adequate
Bathymetry	Fugro (2)	1m resolution MBES bathymetry, covering the entire lease area with a buffer of approximately 700m.  Relatively small missing section towards the centre of the site due to presence of weather buoy.	Adequate
Shallow Geology	Fugro (3)	High-resolution geological unit horizons derived from SBP data.  Ground-truthing of SBP data via geotechnical samples is limited due to small number of samples available.  Ground model can be built with combination of detailed horizons and geotechnical samples.	Adequate
Side Scan Sonar	Fugro (2)	High-resolution SSS data with full corridor coverage  Targets picked as small as 1m in any dimension	Adequate
Magnetometer	Fugro (2)	Mag targets supplied in shapefile format.  Targets picked with a minimum threshold of 5nT/m.	Adequate
Soil Provinces	Fugro (2 & 3)	High-detail sediment classification from SSS backscatter interpretation	Adequate
Seabed features & targets	Fugro (2)	Natural and anthropogenic targets and features identified by MBES, SSS and Mag.	Adequate

		Suitable for informing recommended installation methodology	
Geotechnical	Fugro (4)	<p>AGS file containing Borehole, CPT and SCPT results.</p> <p>Factual report describing the results of the geotechnical survey, including all logs from the boreholes, CPTs and SCPTs.</p> <p>Factual report and data provide sufficient detail for CBRA model to be developed, when used in conjunction with SBP data.</p>	Adequate

Table 3: Data Adequacy

## 4. SITE CONDITIONS

### 4.1 Bathymetry

The DBS lease area lies over the south-western extent of Dogger Bank, with a large variance in depth ranging from as deep as 43.3m near the westernmost extent of DBSW to as shallow as 14.2m toward the south-eastern corner of DBSE (Figure 3).

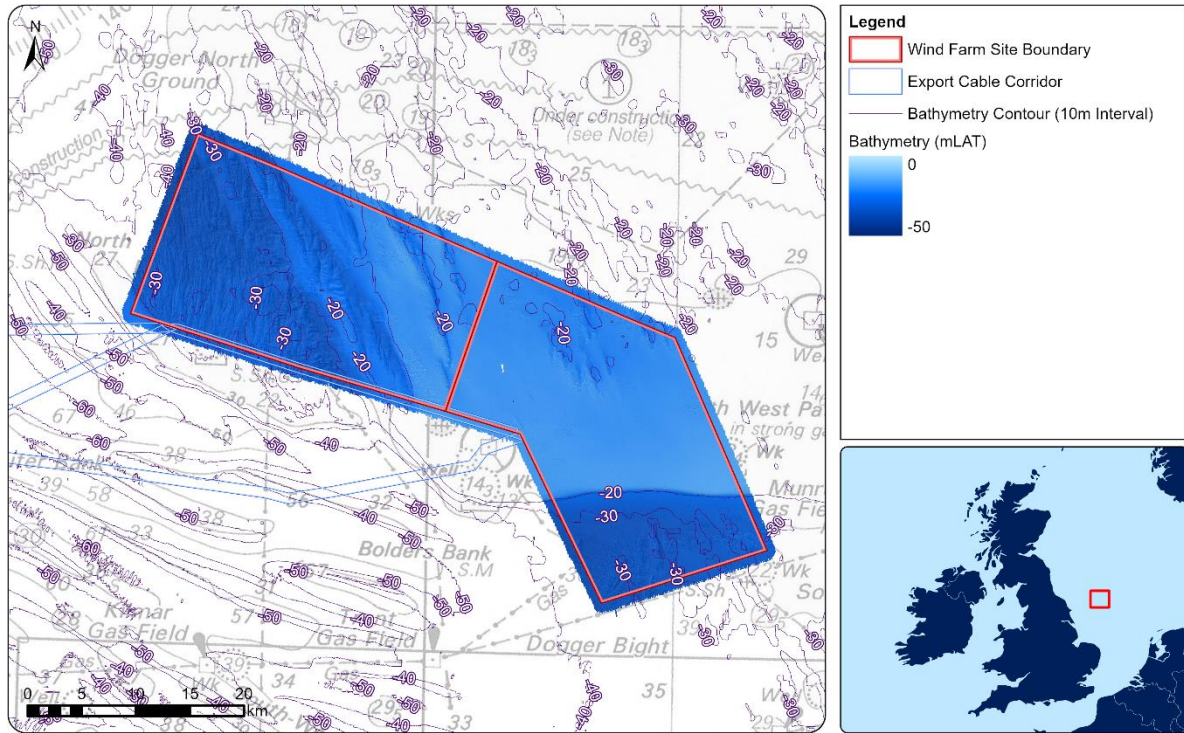


Figure 3: Regional Bathymetry (Fugro, 2023)

The morphology of the seabed within the lease area can be generally divided between the halves. DBSW contains numerous and irregular sedimentary features, with some indication of present or previous mobile sediments from the morphology. This part of the site shallows from west to east, as the bank increases in prominence. DBSE is mostly characterised by the presence of the bank, resulting in shallower waters and smoother seabed. Toward the southern extent of DBSE, there is a sudden depth increase off the southern edge of the bank.

The irregularities in the western and south-eastern limits of the lease area is largely caused by the geological origin of the site, consisting of fluvial and glacial deposits that have been deformed and re-deposited over time by currents. Based on the available data (Ref. 5), on a large scale, the site is mostly non-mobile on both an annual and decadal time scale. On a smaller-scale, evidence of mobile rippled scour depressions and depressions is present across the site (section 5.2.3.1).

## 4.2 Local Geology

The Dogger Bank forms a bathymetric high within the central North Sea thought to represent a thrust moraine complex formed during the Weichselian glaciation. The lease area lies across the south-eastern extent of the bank, around 140km from the export cable landing near Bridlington, North Yorkshire.

In the Dogger Bank area, the solid geology comprises folded Eocene fine-grained marine deposits of the Hordaland Group. The solid geology is unconformably overlain by shallow marine clayey sand of the Markham's Hole Formation and fluvial silty sand of the Yarmouth Roads Formation of Early to Middle Pleistocene age.

From Middle to Late Pleistocene, the Dogger Bank area was affected by repeated advances and retreats of the Fennoscandian Ice sheet and British-Irish Ice sheet. The interaction of these ice sheets resulted various periglacial, glacial and interglacial deposits and glaciotectonic deformation. During Holocene the sea level rose due to melting ice caps and the Dogger Bank area became gradually flooded and Holocene sediments were deposited on the older glacial deposits. This includes late Weichselian to early Holocene channel-fills of the Botney Cut Formation and early Holocene shallow marine deposits and locally Holocene sediments were reworked by contemporary marine processes (seafloor bedform formation). These postglacial sediments can locally reach more than 25 m in thickness, infilling older, glacially eroded, depressions and relict channels.

Sub bottom profiling was performed as part of the seafloor and shallow geological surveys performed by Fugro (Ref. 3) and interpretation was performed to identify horizons and seismostratigraphic units across the lease area. In total, seven horizons were interpreted delineating seven main seismostratigraphic units and two sub-units. Although all units were identified within the site boundary, the base of seismostratigraphic units are not always visible on the SBP data. The identified seismostratigraphic units are summarised in the below Table 4 and Figure 4.

Unit	Horizon			Seismic Character	Expected Soil Conditions	Potential Geological Formation	Age	Depositional Environment
	Top	Base (Horizon Colour)	Internal Horizons					
A/B	H00	H10 (Hot Pink)	H05 H07 H08 H09	Acoustically transparent, horizontal bedding and clinoforms. Locally with erosion surfaces and strong positive internal reflectors.	Sand with shells and shell fragments, locally gravelly	Superficial Sediments	Holocene	Marine
C	H00 H10	H20 (Yellow)	-	Channelised unit with a stratified to acoustically transparent or complex infill. Locally with high negative amplitude anomalies	Sand and/or clay	Botney Cut Fm	Late Weichselian to Early Holocene	Fluvial and estuarine
D	H00 H20	H30 (Blue)	-	Acoustically chaotic (channel fill)	Gravelly and sandy clay	Botney Cut Fm	Weichselian	Tunnel Valley Fill

Unit	Horizon			Seismic Character	Expected Soil Conditions	Potential Geological Formation	Age	Depositional Environment
	Top	Base (Horizon Colour)	Internal Horizons					
E	H00	H40 (Dark Green)	-	Stratified and increasingly deformed towards the base	Clay locally with beds of sand	Dogger Bank Fm	Weichselian	Deformed glacio-lacustrine
	H10							
	H20							
	H30							
F	H20	H50 (Tan)	-	Stratified to acoustically transparent	Sand with shells and shell fragments, locally with beds of clay	Eem Fm Egmond Ground Fm	Holsteinian to Eemian	Marine
	H30	H55 (Gold)						
	H40							
G	H30	H60 (Green)	H59	Valleys with an acoustically chaotic infill at the base and stratified seismic character at the top	Sand and/or clay	Swarte Bank Fm	Elsterian	Subglacial to marine
	H50							
	H55							
H	H40	H70 (Orange)	H65	Stratified at the base to complex at the top	Clayey and silty sand	Yarmouth Roads Fm Markham's Hole Fm	Early to Middle Pleistocene	Deltaic and fluvial
	H50							
	H60							
I Bedrock	H30	N/A	-	Stratified and folded	Clay or Claystone	Hordaland Gp	Eocene	Marine
	H60							
	H70							

Table 4: Stratigraphic framework and summary of the Fugro interpreted seismostratigraphic units in the lease area (Ref. 3)

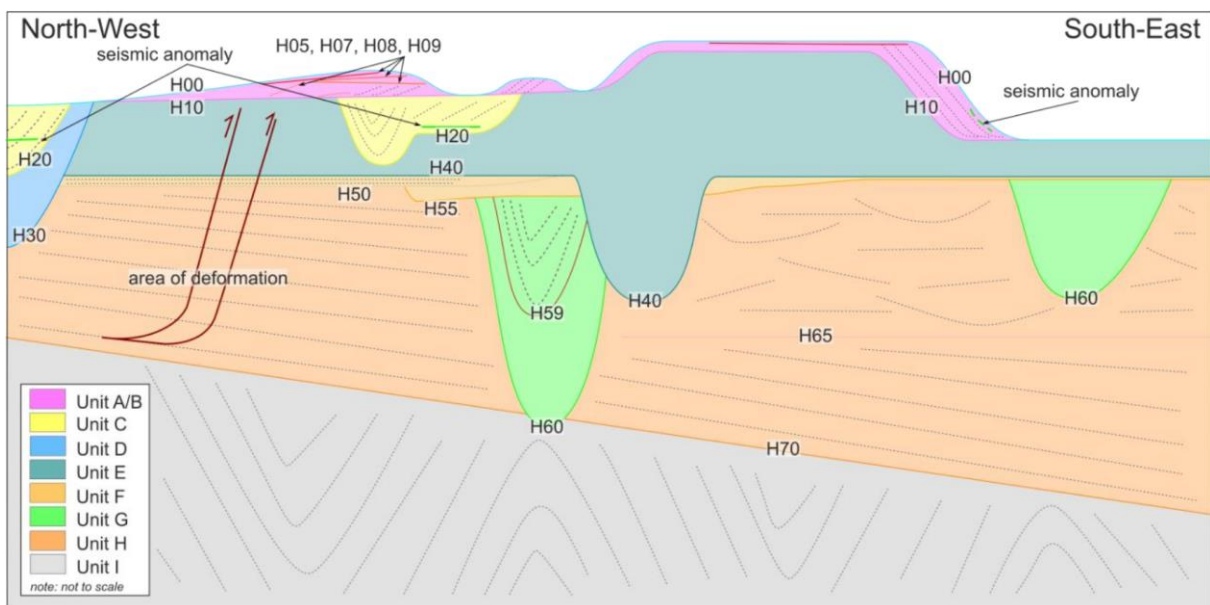


Figure 4: Fugro interpretation and relationship of the stratigraphic units present in the lease area (Ref. 3)



### 4.3 Lease Area Seafloor Sediments

An interpretation of the seafloor sediments was performed by Fugro (Ref. 2) using Multibeam Backscatter, Side-scan sonar data and Grab sampling. The following surficial sediments were found to be present:

Sediment Class	Area (km <sup>2</sup> )	% of Total Area
Muddy sand	132.7	12.4
Sand	593.5	55.5
Slightly gravelly muddy sand	65.0	6.1
Slightly gravelly sand	35.7	3.3
Slightly muddy sand	29.9	2.8
Gravelly sand	212.2	19.9

Table 5: Surficial sediment distribution across the DBS lease area (Ref. 2)

No outcropping bedrock was detected in the geophysical survey data, with some areas showing shallow subcropping of the underlying layers. Figure 5 shows the spatial distribution of the seafloor sediments identified.

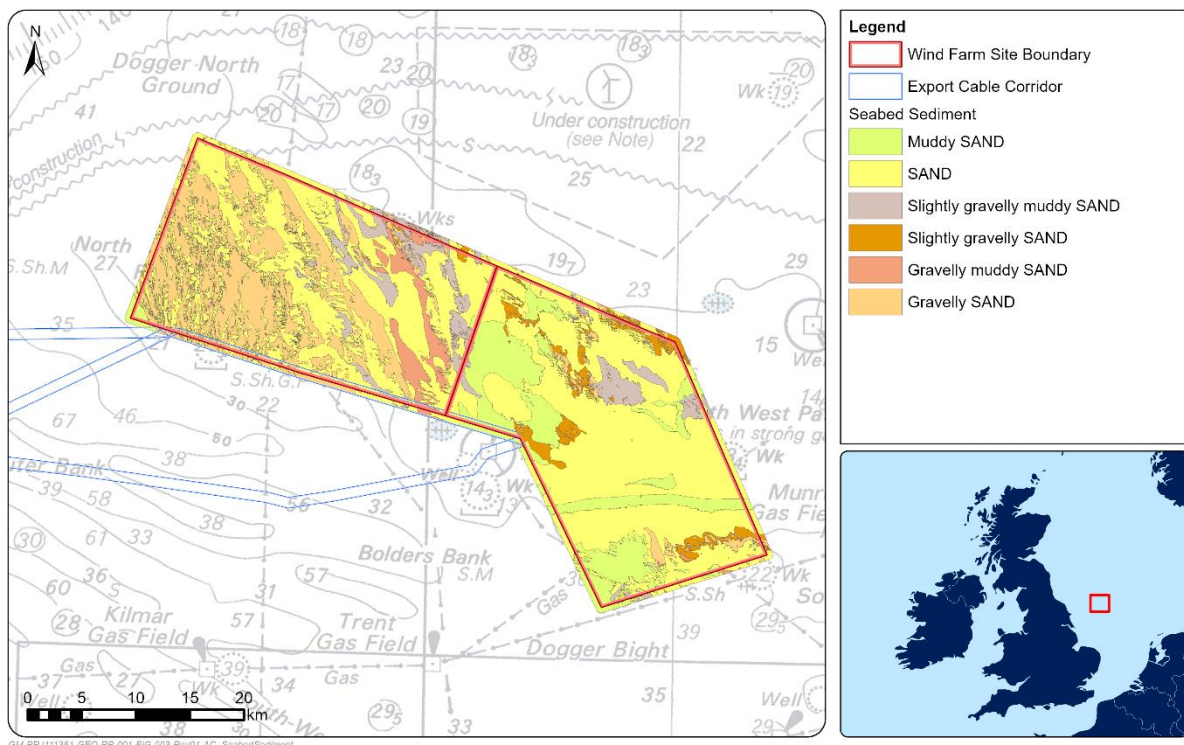


Figure 5: Seafloor sediments across the Dogger Bank South Lease Area

#### 4.4 Ground Model

To develop a ground model for the lease area, datasets from both the geophysical and geotechnical surveys were consulted. The CPT and Borehole logs from the geotechnical survey were used to gauge the depths and descriptions of the shallow geological layers across the site. These were correlated with the horizons and units derived from the SBP data, detailed in Table 4. This allowed the allocation of units in three dimensions across the entirety of the site. Due to the likely depth of cable burial to be determined by the CBRA, only information from the upper 3 m below seabed was integrated into the ground model. The shallow geology consists mostly of sands of varying density with shell fragments and localised pockets of gravel or clay.

GM's CBRA model units are described in Table 6 below, with the conversion from Fugro's ground model units to GM's CBRA model units shown in Table 7. The conversion was based on both the soil descriptions and undrained shear strength ( $S_u$ ) values. The relative densities ( $D_r$ ) of the sand units are also shown, however, it should be noted that  $D_r$  is simplified in the CBRA model as it does not significantly affect the results.

Unit Code	Soil Description	$S_u$ From	$S_u$ To	$D_r$ From	$D_r$ To
S1	Loose SAND	n/a	n/a	0%	35%
S2	Medium dense SAND	n/a	n/a	36%	65%
S3	Dense SAND	n/a	n/a	66%	100%
C1a	extremely low strength CLAY	1	5	n/a	n/a
C1b	extremely low strength CLAY	5	10	n/a	n/a
C2	very low strength CLAY	10	20	n/a	n/a
C3	Low strength CLAY	20	40	n/a	n/a
C4	Medium strength CLAY	40	75	n/a	n/a
C5	High strength CLAY	75	150	n/a	n/a
C6	Very high strength CLAY	150	300	n/a	n/a
C7	Extremely high strength CLAY	300	1000	n/a	n/a

Table 6: GM CBRA model Geological Unit

Fugro Geotechnical Samples				GM Model Units			
Sample Name	Upper Layer Description	Lower Layer Description	Upper Layer Depth BSF (m)	Upper Layer Description	Lower Layer Description	Model Unit Upper	Model Unit Lower
DBSE-009-BH	sandy fine to coarse GRAVEL with occasional shell fragments	very dense fine to medium SAND with occasional shell fragments and organic matter	0.4	Medium dense SAND	Dense SAND	S2	S3
DBSE-010-BH	silty fine SAND with occasional shell fragments. Occasional pockets of organic matter	silty fine SAND with occasional shell fragments	1.7	Dense SAND	loose SAND	S3	S1
DBSW-003-BH	fine to medium SAND with silty organic matter and shell fragments	very gravelly silty fine to coarse SAND with numerous shell fragments	1.75	Loose SAND	Dense SAND	S1	S3
DBSW-004-BH	fine to medium SAND with shell fragments	gravelly fine to medium SAND with shell fragments.	2.5	Loose SAND	Medium dense SAND	S1	S2
DBSW-005-BH-A	very dense silty fine SAND with shell fragments and rare clay pockets	very dense slightly gravelly fine to coarse SAND with shell fragments	2.2	Dense SAND	Dense SAND	S3	S3
DBSE_007_SCPT	very loose to medium dense SAND	high-strength CLAY	0.5	Loose SAND	High strength CLAY	S1	C5
DBSE_010_SCPT	medium dense to dense SAND	loose to medium-dense SAND	1.1	Dense SAND	loose SAND	S3	S1
DBSE_011_CPT	very loose to medium dense SAND	dense to very dense SAND	0.3	Loose SAND	Dense SAND	S1	S3
DBSE_012_CPT	0.14m of very loose to medium dense SAND over low to medium strength CLAY	high-strength CLAY	0.5	Medium strength CLAY	High strength CLAY	C4	C5
DBSE_014_CPT	very loose to medium dense SAND	dense to very dense SAND	0.2	Loose SAND	Dense SAND	S1	S3
DBSW_001_CPT	very loose SAND	very high strength CLAY with thin beds of sand	0.3	Loose SAND	Very high strength CLAY	S1	C6
DBSW_002_CPT	very loose to loose SAND	high-strength CLAY with widely spaced thin to thick beds of medium dense to dense sand	0.3	Loose SAND	High strength CLAY	S1	C5
DBSW_003_SCPTA	very loose to medium dense SAND	dense to very dense SAND	0.2	Loose SAND	Dense SAND	S1	S3
DBSW_004_SCPT	very loose to loose SAND	medium dense to very dense SAND	0.25	Loose SAND	Medium dense SAND	S2	S2
DBSW_006_SCPT	very loose to loose SAND	medium dense to very dense SAND	0.2	Loose SAND	Medium dense SAND	S3	S2
DBSW_013_CPT	very loose to medium dense SAND	very dense SAND	0.3	Loose SAND	Dense SAND	S4	S3
DBSW_015_CPT	very loose to medium dense SAND	dense to very dense SAND	0.3	Loose SAND	Dense SAND	S5	S3

Table 7: Fugro Geotechnical sample descriptions and the corresponding GM CBRA model geological units and Su value

## 5. CABLE BURIAL RISK ASSESSMENT (CBRA)

### 5.1 CBRA Methodology

#### 5.1.1 Risk Assessment Methodology

There are a wide range of obstacles and seabed users that present potential hazards to subsea cables; or which have direct interactions with cables that risk damage. Such hazards include ship anchors, which could impact or snag the cable if dragged along the seabed; and fishing, where bottom trawling gear can snag and damage cables. The aim of this study is to evaluate potential risks to the cable and provide recommendations as to the most efficient risk mitigation, including recommendations of burial depth where appropriate.

The basis of a risk assessment for a submarine cable relies on identifying the potential hazards, associated risks, and evaluating the level of protection that may be afforded to the cable by its armouring (internal and/or external), cable burial beneath the seabed or any other means, such as rock dumping or concrete mattresses.

The most reliable and cost-effective form of cable protection is generally recognised to be ensuring no interaction between the cable and the identified hazards. This is most easily achieved by routing the cable away from such hazards or, where this is not practical, by burial below the seabed.

The simplified methodology followed in this report is adopted in accordance with the industry guidance documents:

- Carbon Trust, Cable Burial Risk Assessment (CBRA) Methodology (Ref. 12)
- Carbon Trust, CBRA Application Guide (Ref. 11)
- DNV-GL Subsea Power Cables in Shallow Water (Ref. 8)

The methodology for the CBRA includes an assessment of the seabed conditions followed by the identification and quantitative assessment of the threats/hazards for the area. A probabilistic assessment has then been performed using Global Maritime's in house GIS based software to assess the risk posed to the cable by external threats and a recommended burial depth has been established. This includes a full 3-dimensional approach to the probabilistic calculation of the threat of an anchor strike.

The CBRA method reviews an identified hazard based on its anticipated frequency and consequence. The combined outcome of frequency and consequence indicates whether risk is unacceptable, 'As Low As Reasonably Practical' (ALARP) or Acceptable. This adheres to the criteria outlined in DNVGL-RP-F107 (Ref. 10) The risk matrix used, and definitions of probability and severity are shown in the below tables.

		Probability				
		A	B	C	D	E
Consequence	1					
	2					
	3					
	4					
	5					

Table 8: Risk Matrix

Probability	Definition
A (Very Unlikely)	Never Heard of in Industry
B (Unlikely)	Heard of in Industry
C (Possible)	Incident has been known to occur, but rarely
D (Likely)	Happens several times a year in Industry
E (Very Likely)	Happens several times a year at project location

Table 9: Probability Definitions

Consequence	Definition
1	Negligible Damage
2	Minor Damage / Exposure to other hazards
3	Localised Damage / No unplanned loss of capacity
4	Major Damage - replacement of small section / Unplanned loss of capacity
5	Extensive Damage - replacement of significant section of cable/ Significant unplanned loss of capacity

Table 10: Consequence Definitions

### 5.1.2 Hazard Classification

Hazards are classified as primary or secondary. Primary hazards are those that have a direct impact upon the cable and can cause damage and secondary hazards are those that do not damage the cable directly but can result in increased risk or susceptibility to damage from primary hazards.

An example of a primary hazard would be impact or snagging of the cable due to a ships anchor being deployed. An example of a secondary hazard would be seabed mobility resulting in reduced cable burial cover or exposure, leaving the cable vulnerable to primary hazards.

### 5.1.3 Cable Burial - Carbon Trust Terminology

As presented in the methodology above, threat lines have been suggested for the identified site hazards for cable burial (sections 5.2 and 5.3). These will follow the information and terminology described in the Carbon Trust Guidance Documents (Ref. 12). Figure 6 provides an illustration and summary of the main abbreviations and terminology used for burial in this report. The Target DOL generally includes an installation tolerance (or safety allowance).

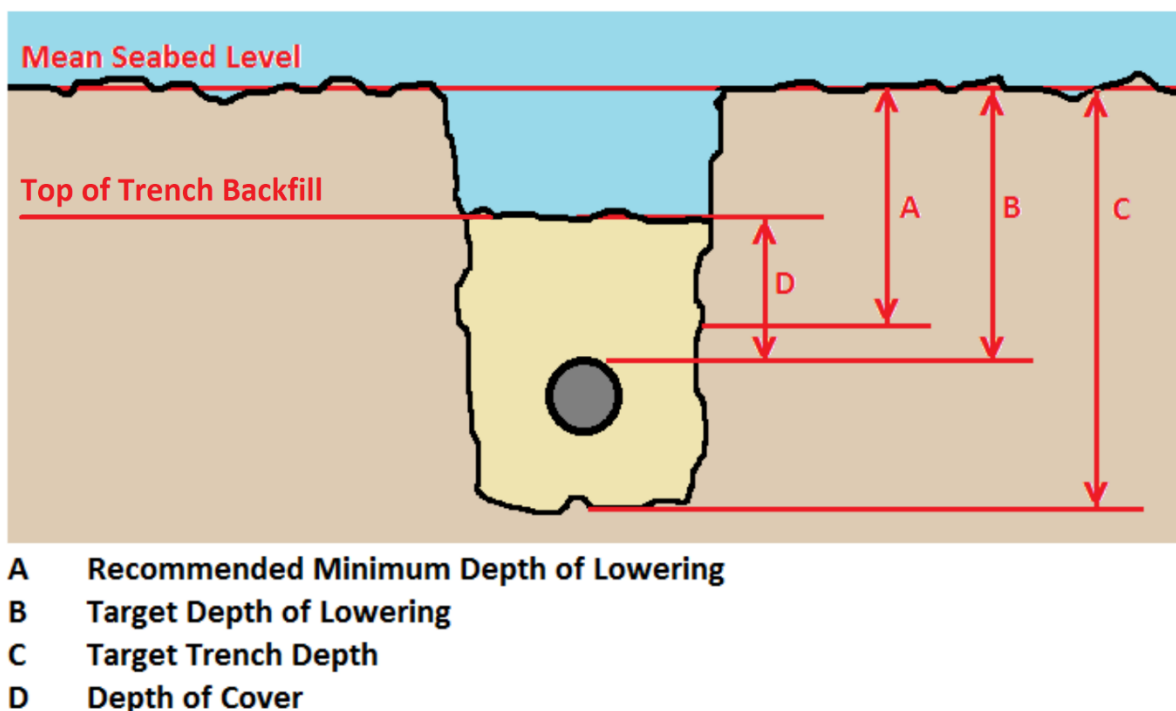


Figure 6: Definition of Trench Parameters and Abbreviations

## 5.2 Hazard Identification and Assessment

### 5.2.1 Introduction and Risk Register

Data supplied and acquired from third parties has been assessed to develop a risk register (Appendix A), which has been compiled using probability and severity classification to evaluate the potential risks to cables across the site for both installation phases and the operational lifetime of the wind farm. The purpose of this exercise is to ensure that all hazards are identified and assessed and the risk to cables appropriately acknowledged, with initial indications on mitigations presented where possible. The main hazards identified in the risk register are discussed in more detail below.



The Risk Register is considered a live document which will be updated throughout the life of the project and should be reviewed frequently.

## 5.2.2 Primary Hazards

### 5.2.2.1 Shipping Activity

Shipping is generally the most onerous anthropogenic risk to cables in terms of threat line depth (even if not the most likely to occur). The main hazard associated with shipping is the deployment of an anchor in proximity to a cable leading to anchor strike. Anchor strike does not necessarily lead to cable damage though it is likely to occur if a cable is inadequately protected through burial to an appropriate depth. The risk of this hazard is associated with the type of vessel traffic, its density, and the frequency of transit in proximity to the cable or cables. The vessel traffic density for 01/11/2020 – 31/10/2022 (Ref. 6) is shown for all vessel categories and sizes in Figure 7.

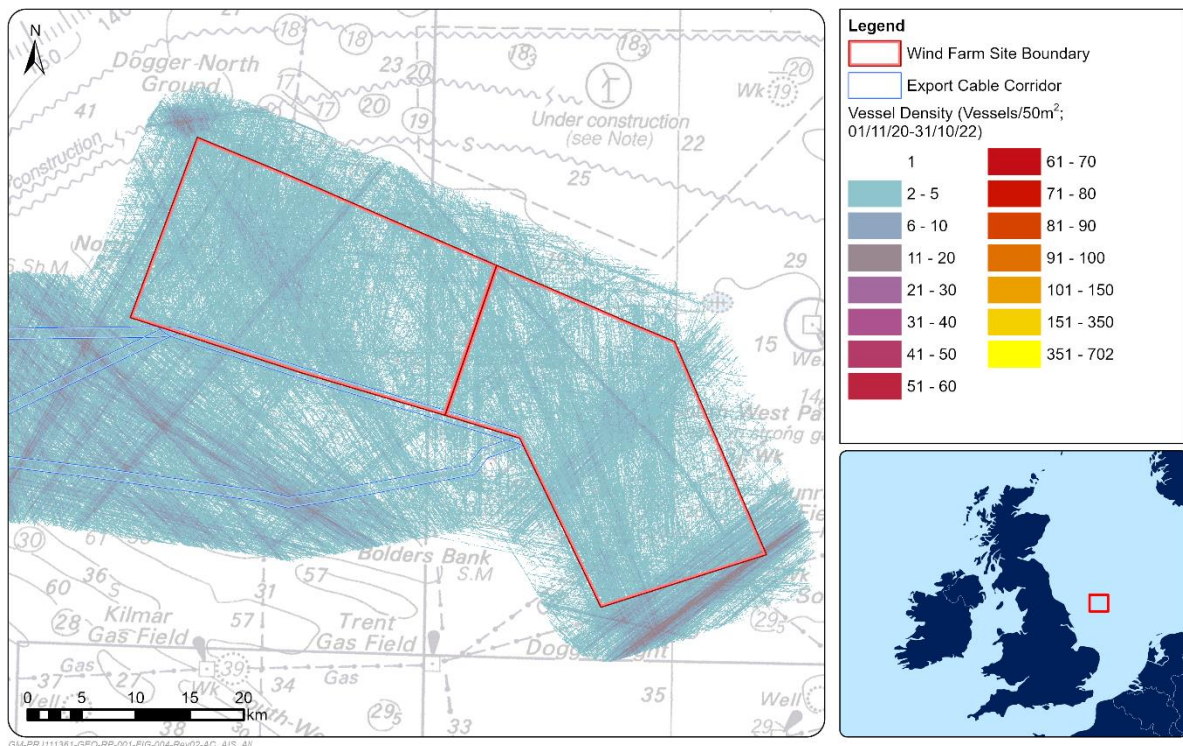


Figure 7: Overall Vessel Traffic Density

The hazard to subsea cables from shipping is associated with the deployment of anchors either in designated anchorage zones (which should be avoided through routing) or in emergency situations that result in anchor deployment through mechanical failure or deployment without due care. The potential impact on the seabed and/or the resultant snagging of a deployed anchor can result in damage to a buried cable.

The traffic can be seen to be most dense in the nearshore area running parallel to the coast, with overall traffic seen to reduce further offshore along the export cable route and



within the lease area. It is expected that post-construction, the main route will avoid the wind farm area and give the turbines a wider berth where possible.

The marine traffic data can be further analysed and categorised into various vessel categories as follows:

- Cargo / Tanker Vessels
- Fishing Vessels
- Government Vessels
- Offshore Industry Vessels
- Passenger / Pleasure Vessels
- Port / Dredging Vessels

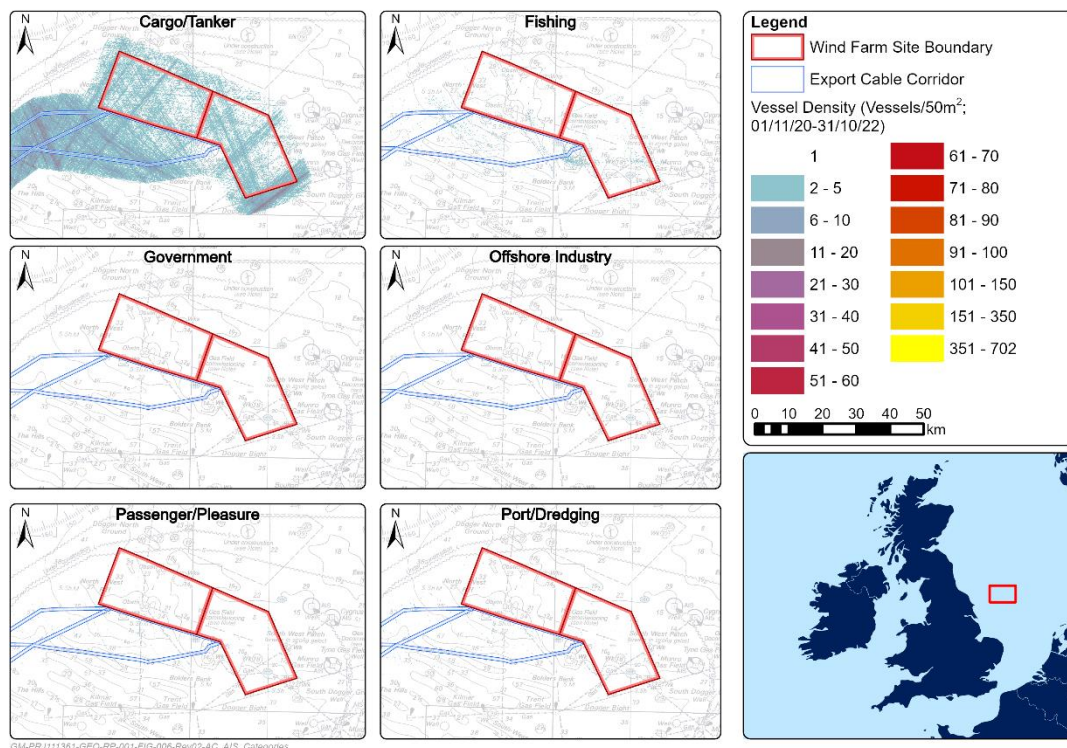


Figure 8: Pre-Construction Marine Vessel Traffic Density by Vessel Category

It can be seen that the highest density of marine traffic crossing the lease area comes from cargo vessels. When compared to the export cable route, the traffic within the lease area from other vessel types is minimal and will be further lessened by the presence of the wind farm once constructed, with the exception of the addition of vessels servicing the wind farm itself.

AIS transmitters also provide a status of the vessels, as determined by the vessels themselves. Few vessels in proximity of the lease area in the AIS data had their status as 'at anchor' or 'engaged in fishing', which suggests a reduced risk of impact associated with these activities, however it should be noted that this information relies on the vessel crews accurately updating their status, which is not necessarily always the case.

Global maritime have completed an exercise of re-distributing shipping traffic around the wind farm lease area to model the vessel traffic that would be expected post-wind farm installation, where it would be expected that the vessels previously transiting the lease area would adjust course to avoid the turbines once installed. The modelled vessel traffic follows the extent of the indicative wind turbine layout within a 2250m buffer, determined by the width of the largest shipping lane pre-wind farm installation. This was conducted with assistance from Senior Mariners within Global Maritime who provided input into the modelling and a review of the post installation shipping activity. The post-installation shipping activity was used to conduct the CBRA as this is more representative, with some of the vessels that are seen in the historic data crossing the lease area, now crossing the export cables, with an overall greater number of vessels crossing the export cable. A summary of the modelled traffic can be seen in the Figure 9. This shows the vessels previously crossing the windfarm and redistributes them to their most likely new transit route spatially given a criteria of exit point and entry point of the lease area, as well as the wider to and from destinations taken generally from wider open-source density mapping of the area. This also adds in any service vessels for the windfarm expected to be additionally used for operations and maintenance throughout the lifetime of the Wind farm, completed for the WTG layout provided at time of this report, known to be indicative and susceptible to change. This process typically redistributes a greater level of traffic crossing the export cable corridor, with a new pattern of vessel activity formed within the wind farm area and between the wind farm area the assumed port of operations for maintenance and operational traffic.

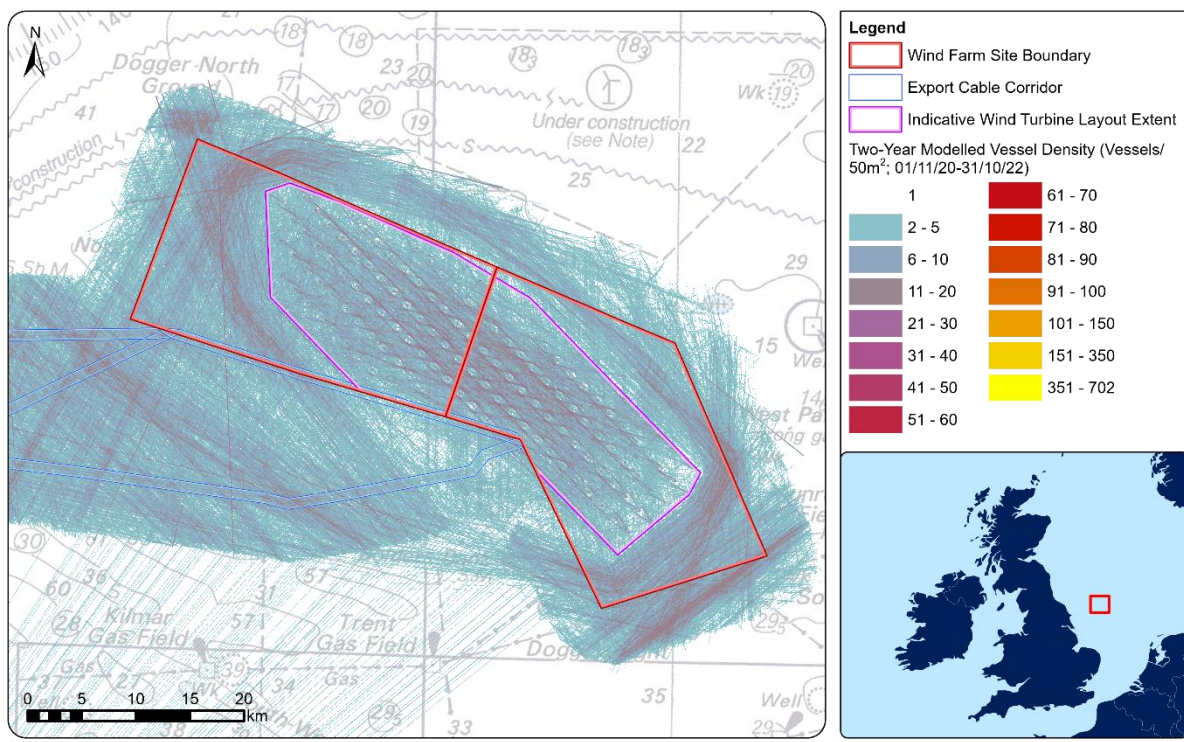


Figure 9: Two-Year Modelled Post-Installation Vessel Traffic

The main mitigation for shipping hazards (anchor strike) is typically burial beneath the identified threat line for a given return period/acceptable level of risk. The optimum burial depth is dependent on the results of the probabilistic risk assessment and cost of achieving the target burial depth. The method and results of the probabilistic assessment are discussed in Section 5.3 and 5.4.

This threat line should also only be considered as below a reference seabed level. This reference seabed level is in this case the MBES surface provided for the CBRA analysis. Future repeat MBES surveys can be used to identify and measure the size of any mobile features on the site, and the threatline can then be adjusted to account for a mobile layer.

#### 5.2.2.2 Fishing Activity

Commercial fishing is a hazard to subsea cables (even armoured cables) where fishing gear interacts with the seafloor, potentially resulting in damage due to impact or snagging. It should also be noted that a cable can pose a risk to the fishing vessels themselves if left on or close to the seabed, as small vessels can founder if snagged on a significant obstruction, of particular concern in areas of strong currents. For example, fishing vessels have been known to founder when trawl gear has become snagged on subsea infrastructure and attempts to free the gear have been unsuccessful.

As can be seen from the AIS data shown above, fishing vessels appear to rarely cross the lease area. This suggests the risk from fishing activity is low, however the results from the geophysical survey (ref. 2) 3) shows evidence of trawl marks and discarded/lost fishing gear across the lease area. Therefore, it is clear that protection will still need to be implemented against the risk of damage through impact / snagging of bottom trawl gear with the export cables. In the case of the identified fishing methods currently employed in the region the following threatline depth is considered reasonable below a non-mobile seabed:

- Fishing gear threatline depth in sand/mud ~0.2 m
- Fishing gear threatline in stiff clays ~0.1 m

These values are in line with the Carbon Trust CBRA guidance (Ref. 12)12), which provides an estimate of maximum penetration of fishing bottom trawl equipment. It is noted that the risk of emergency anchor deployment described previously provides a greater threatline and is the governing case along the cable routes.

#### 5.2.2.3 Stability/Fatigue

Surface laid cables are subject to loading from waves and currents and this could result in cable movement and migration across the seabed. Excessive movement on the seabed could cause abrasion and/or fatigue issues. Wave induced movements will be likely in shallow areas towards the shore approaches and during storm activities over the remainder of the site. If the cable is unstable then abrasion can occur where unburied cable is migrating across the seabed and 'rubbing against' outcropping rock, often causing significant damage.

Cable migration is also likely to increase the risk profile, as the cable movement is likely to cause a cable fault. It is also possible that the cable position will no longer be accurately identified on marine charts and this is likely to result in an increased risk from other primary

hazards such as vessel anchors, fishing and construction activities. However, power cables such as the proposed are heavy and likely to have high friction with the seabed, therefore damage to the cable is more likely to occur than large displacements with suitable continued cable performance.

Whilst cable migration and fatigue may be issues for unburied cables, where a fatigue life of 20 years may be assumed in less energetic environments, experience indicates that minimal burial/embedment is usually required to ensure on-bottom stability. Therefore, where practical it is recommended that cable burial is planned unless not practical or proven to not be necessary with further in-depth analysis. If the cable is not to be buried due to outcropping rock or other factors, a more detailed cable protection strategy including the following is recommended:

- Micro-routing is undertaken to take advantage of any local features (gullies, ridges, depressions) to avoid freespan and shelter the cable where possible.
- On-bottom stability and fatigue assessments should be carried out to investigate the cable response and ascertain the likelihood for damage of the cable and the likely fatigue life under the loading regime.
- Plan appropriate mitigation methods i.e., pinning by anchoring or rock dumping, external around, additional internal stiffeners/ armour, etc.

At minimum, shallow cable burial is recommended for the entirety of the Lease Area, regardless of the threatline depth for a particular location, to ensure the cables are stable. Cable Protection Systems (CPS) such as bend stiffeners should be utilised at J-tube bellmouths or apertures where cables enter the wind turbine monopiles, to ensure these sections which cannot be stabilised via burial are not subject to damage via fatigue. Scour protection may be required where the CPS and cable have been buried into the seabed, to prevent de-burial over time.

### 5.2.3 Secondary Hazards

#### 5.2.3.1 Mobile Sediments

The seabed in the lease area largely consists of morphological features, as detailed in the provided array area seafloor survey results report (ref. 2) Based on the collected SSS and MBBS data, the report identifies and categorises these features as small, medium and large bedforms, and a number of other more complex features including 'Reworked Flattened Bedforms', 'Composite Bedforms', 'Rippled Scour Depressions' and 'Complex Seafloor Morphology'. Though the report does not provide an assessment of the mobility of these features, their presence indicates that the seabed is presently or was formally mobile to some degree. MarineSpace's Bed Mobility and Thermal Environment report (ref. 5) reviews literature for the site which suggests that the large-scale bedforms are largely stable, whilst the medium-scale bedforms are mobile, with a bed level change of up to 0.9m in some locations. The rippled scour depressions are shown to form and dissipate over time, driven by the variable sea-states at different times across the site. The actual mobility of the morphological features such as sandwaves, megaripples and rippled scour depressions should be verified with repeat bathymetry surveys and further assessment.



The presence of sediment mobility at the site could result in (deeper) burial of cables sections and/or the exposure/freespanning of previously buried sections, as the bedforms migrate. Therefore, the following should be considered:

- The performance of the cable when buried, confirming that there is not a risk of overheating at the possible burial depth due to the mobile sediments in this area.
- The increased risk of primary hazards such as fishing, anchoring and stability/fatigue due to mobility and exposure of the cable.

It is recommended that an allowance be made for sediment mobility where appropriate, with increased burial depth in areas of confirmed mobile features following further studies. The threatlines discussed in this report are to be considered from the provided bathymetry as the reference seabed level. Should active mobile features be determined to be present after repeat bathymetric surveys, a stable seabed level assessment should be undertaken and the threatlines adjusted to be based on this new stable reference level. The actual burial depth at time of installation would then be the DOL below the stable seabed level, as determined by the CBRA, added to the local thickness of the mobile layer over the stable seabed level. If this total burial depth exceeds the ability of the chosen burial tool, sandwave clearance may be required using clearance ploughs or Mass/Controlled Flow Excavation to reach the target DOL.

#### 5.2.3.2 Surficial and Buried Boulders

Boulders on the seabed may cause free spans of cable if the cable laid over them, or at the least sections of exposed cable where it could not be buried due to the risk of damage to a burial tool from the boulders. Free spans and exposed sections of cable are more susceptible to fatigue and abrasion damage as a result of movement. Boulders buried below the seabed, if not identified, may cause ride-out of ploughs (where the plough share is involuntarily brought close to or to the surface), resulting in decreased burial or cable exposure. In the worst case, a boulder could be impacted and significantly damage a burial tool. If boulders are found to be present across the cable corridors, micro-routing around them, or boulder clearance campaigns may be required as mitigation.

### 5.3 Probabilistic Risk of Anchor Strike

A probabilistic assessment of the export cable anchor strike risk due to the identified shipping activity has been performed following the carbon trust guidelines (Ref. 12) using Global Maritime's GIS based approach. This has been performed using the site AIS data which was adjusted to model the post-windfarm construction traffic.

This method evaluates the external threat to the cable by considering the amount of time vessels spend within a critical distance of the cable and the probability that a vessel might have an incident that requires the deployment of an anchor. The effect of water depth and bathymetric profile is considered very important and is included as a qualitative factor.

The calculation for the probability of a cable strike is given by the following formula:

$$P_{Strike} = P_{traffic} P_{wd} \sum_{1}^{No. ships in Section} \frac{D_{ship}}{V_{ship} * 8760hrs per year} P_{incident}$$

Where:

- $P_{traffic}$  : Probability modifier based on the tolerable level of risk
- $P_{wd}$  : Probability modifier for nature and depth of seabed
- $V_{ship}$  : Ship speed (metre/hr)
- $D_{ship}$  : Distance travelled by ship in area under consideration (metre)
- $P_{incident}$  : Probability of incident occurring for that vessel size and type
- 8760hrs : Factor to annualise the results

Values for the above parameters are shown in the table below:

Parameter	Description / Comments	Value Used
$P_{traffic}$	Probability modifier to determine acceptable level of risk. Indicates the percentage of vessels for which burial is required for protection.  Conservative value used for initial assessment.	1
$P_{wd}$	Indication of risk due to seabed profile and water depth. Values chosen as per the Carbon Trust guidelines.	See Table 12
$V_{ship}$	Individual vessel speeds taken from AIS data when crossing cable, with a maximum speed of 2 knots	Various
$D_{ship}$	Distance travelled by the anchor when deployed to exert its holding capacity and immobilise the vessel. Vessel outside of a distance equal to $D_{ship}$ from the cable is not a hazard.  Calculated on vessel mass (m) taken as displacement, and estimated Ultimate Holding Capacity (UHC) which is estimated for each individual vessel.	$D_{ship} = \frac{m * V_{ship}^2}{4 * UHC}$
$P_{incident}$	This is the probability of an incident occurring on the vessel which requires the deployment of an anchor. This is taken as the probability of engine failure in single engine tankers in the North Sea, as per DNV guideline DNV-RP-F107	$1.75 \times 10^{-1}$ incidents per year per vessel

Table 11: Parameter Values of Probabilistic Risk Assessment

Vessel DWT (t)	Minimum Water Depth (m)			
	0-10	10-30	30-50	>50
0	1	0.1	0	0
2000	1	0.3	0	0
5000	1	0.5	0.1	0
20000	1	0.9	0.3	0.1

Table 12:  $P_{wd}$  Values According to Water Depth and Vessel DWT

Possible anchor penetration can be estimated, based on the soil properties and the typical anchor sizes (fluke length) used by vessels categorised by their deadweight tonnage. As described within Section 4, the seabed within the lease area consists of sands of varying densities, with consistent shell fragments and pockets of gravel, with areas of subcropping and occasional outcropping clay. The penetrative ability of anchors of different sizes in these variable soil conditions must be considered in the CBRA. This is summarised in the below table for the vessels identified. This is representative results for a single soil layer only, the full modelling performed for the results presented later in this report and shown in the alignment charting utilises a multiple layer solution from the available geophysical data.

Vessel Deadweight (DWT, Te)	Maximum Anchor Fluke Length (m)	Anchor Penetration (m)		
		In Units S1, S2 & S3 (Sands)	In Unit C4 (Medium Strength Clay)	In Unit C5 & C6 (High & Very High Strength Clay)
1000	0.8	0.6	0.9	0.6
2000	0.9	0.7	1.0	0.7
5000	1.2	0.8	1.3	0.8
10000	1.3	1.0	1.5	0.9
20000	1.6	1.1	1.7	1.1
50000	1.9	1.4	2.1	1.3
100000	2.2	1.6	2.5	1.6
200000	2.6	1.8	2.9	1.8

Table 13: Anchor Penetration

The main mitigation for the hazard of anchor strike is generally burial beneath the identified threat line for a given return period / acceptable level of risk. This has been calculated in



terms of a recommended depth of lowering across the lease area to sufficiently protect it to reduce the risk below acceptable levels. As such the recommended depth of lowering will vary across the site depending on the modelled traffic density and the seabed composition.

#### 5.4 CBRA Results

The threat line depth based on modelled post-windfarm installation shipping density and seabed composition was produced for the whole of the lease area. The threat line depth was interpreted to define recommended burial depths within zones of the lease area to satisfy the risk requirement and minimise burial depth where possible to reduce installation costs through maximising tooling choice and reducing installation schedules. It is noted that the WTG layout is indicative only and no IAC layout is currently available.

The results for the site are summarised below and shown in the provided alignment charts (Appendix C) and drawings (Appendix B). Table 15 details the recommended depth of lowering for indicative inter-array cable strings. The strike return period and corresponding DNV risk category (Ref. 12) is also stated for each zone. The strike return period is equal to  $1/P_{strike}$ . As  $P_{strike}$  is annualised, this gives the theoretical period in years between anchor strikes on the cable based on the probabilistic CBRA calculation i.e. the number of years statistically within which one anchor strike will occur. When considering the risk and required depth of lowering, it is important to consider what risk profile for the cables is considered acceptable. For inter array cables, it can be considered that a risk return period of greater than 10,000 years is suitable for each cable string, where a strike in that period will, as a worst case, prevent transmission of electricity for that string only.

At the time of writing, only an indicative turbine layout and no inter-array cable routes were available. Therefore, to provide meaningful results that can inform future cable routing, six transects were drawn across the site. The transects are oriented roughly north to south and northwest to southeast to align with the indicative turbine layout, and to provide both coverage of the site and good indication of how the results differ dependant on location within the site. The transects were used to present CBRA results in the alignment charts in Appendix C.

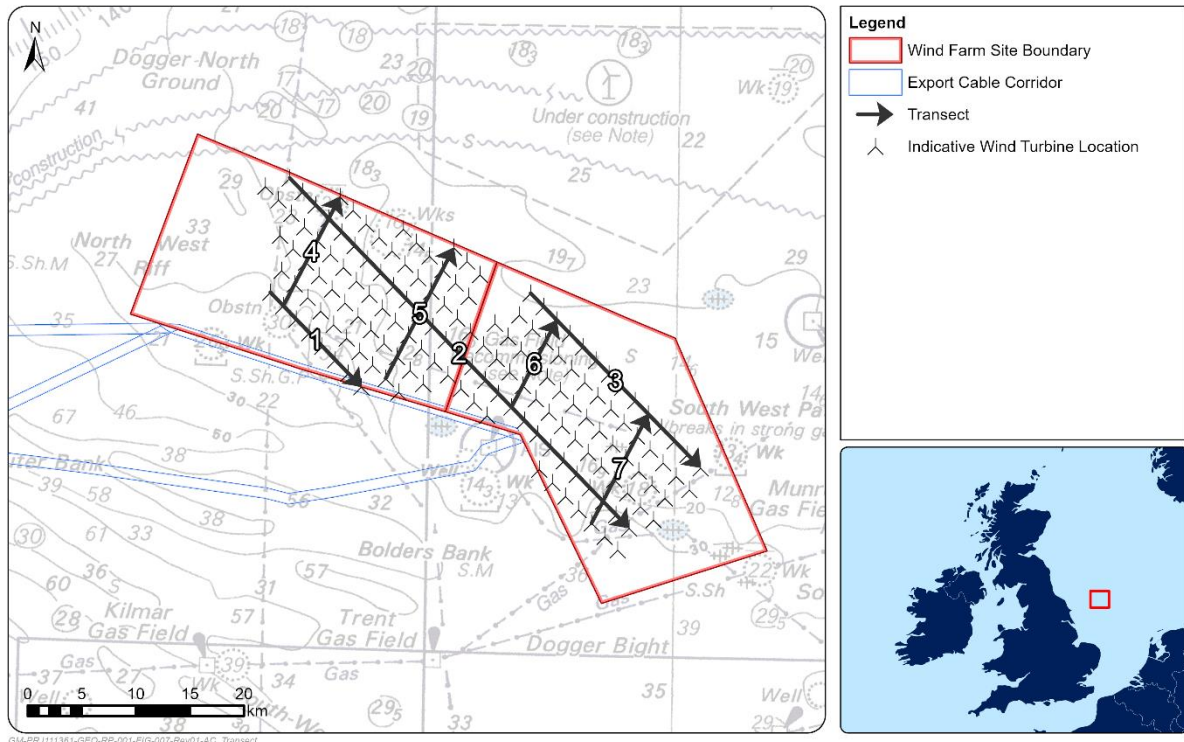


Figure 10: Example Transects across Lease Area

The transects provide an indication of how the risk varies across the wind farm site, however, they are too long to be considered representative of actual array cables. Therefore, two indicative inter array cable strings from an indicative OSS position, connecting an assumed seven turbines per string have been created to investigate typical risk profiles across relatively lower risk and relatively higher risk areas. As the risk return period is dependent on cable length, an average IAC length of 2.95km (maximum turbine spacing with 30% additional length to account for cable routing) was assumed. The results from the indicative routes are summarised in Table 15.

DNV Risk Category	P <sub>Strike</sub>	Return Period (years)
1	0.00001	100,000+
2	0.0001	10,000 to 100,000
3	0.001	1,000 to 10,000
4	1	1 to 1,000

Table 14: DNV Risk categories (ref 8)

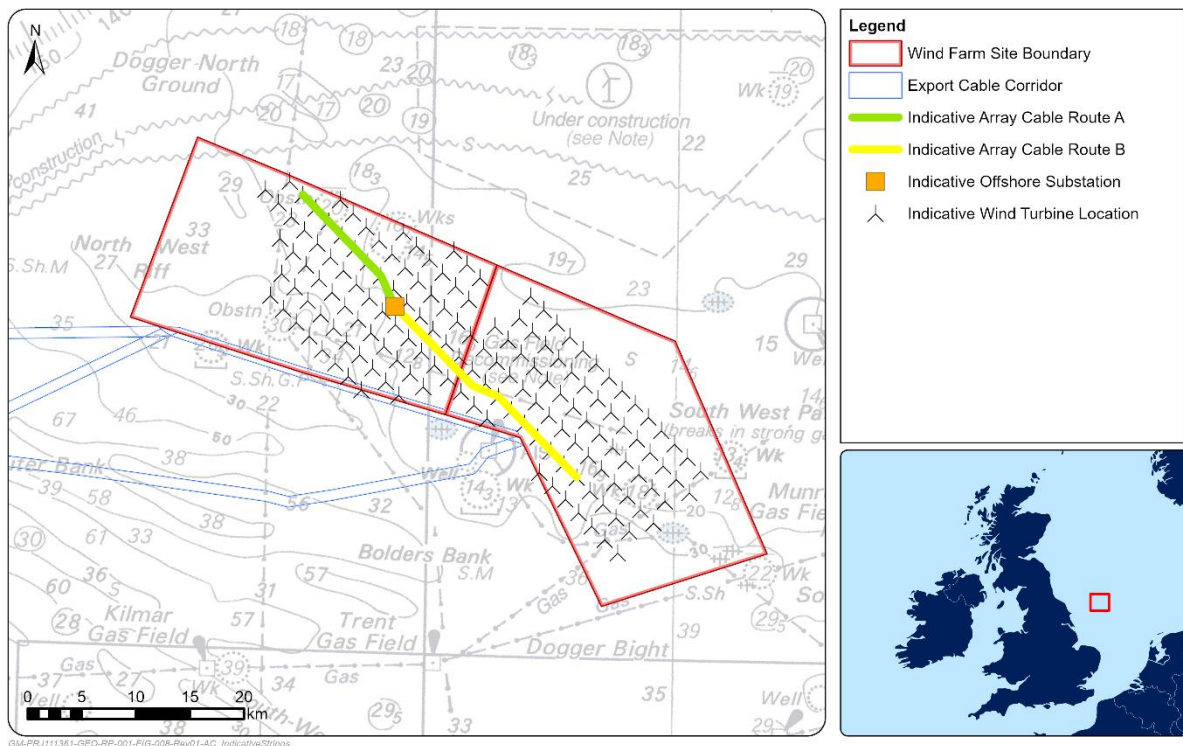


Figure 11: Indicative Inter Array Cable Strings

Indicative Route	Route Length (km)	Cumulative P <sub>Strike</sub>	Cumulative Impact Period (Years)	DNV Risk Category
A	13.54	0.0000045	220,141	1
B	23.27	0.000018	54,826	2

Table 15: Indicative Inter Array Cable Strings - CBRA Results (Cumulative)

In conjunction with the transects and indicative routes, the CBRA results are also presented spatially by displaying the return period for anchor strike at both the seabed surface (Figure 12), and at 0.5m below the seabed (Figure 13).

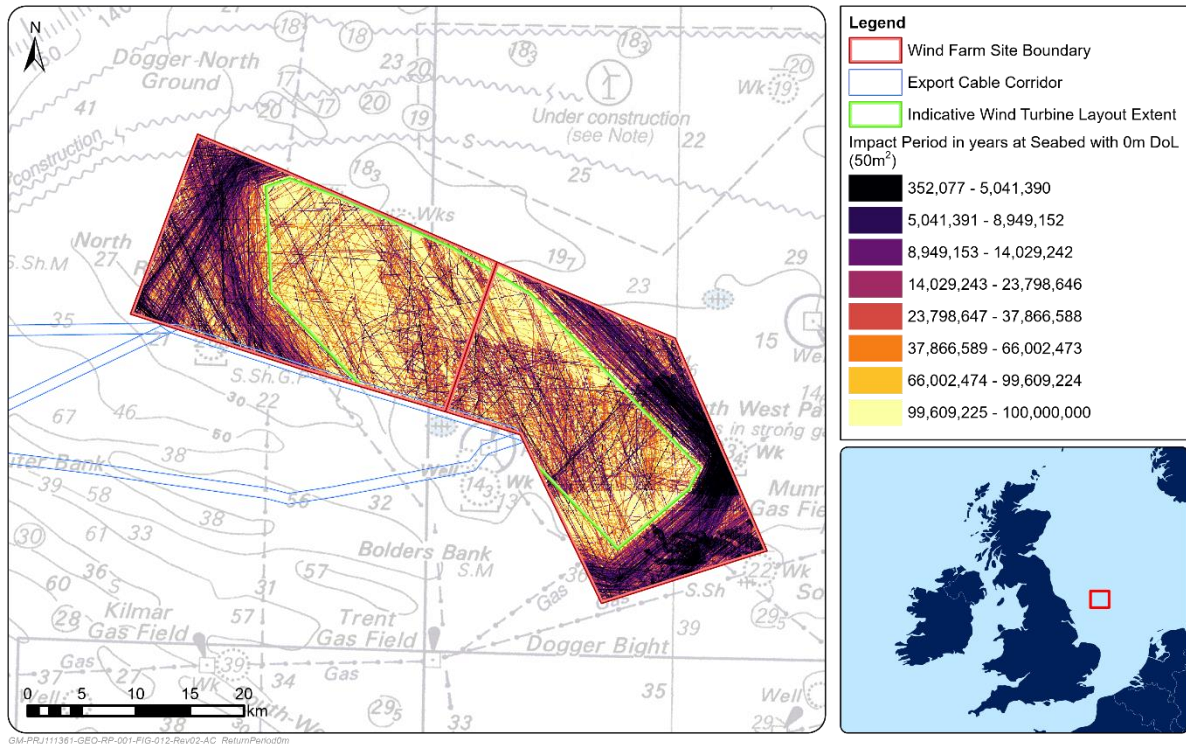


Figure 12: Return period for anchor strike across the lease area with 0m burial depth (surface-laid)



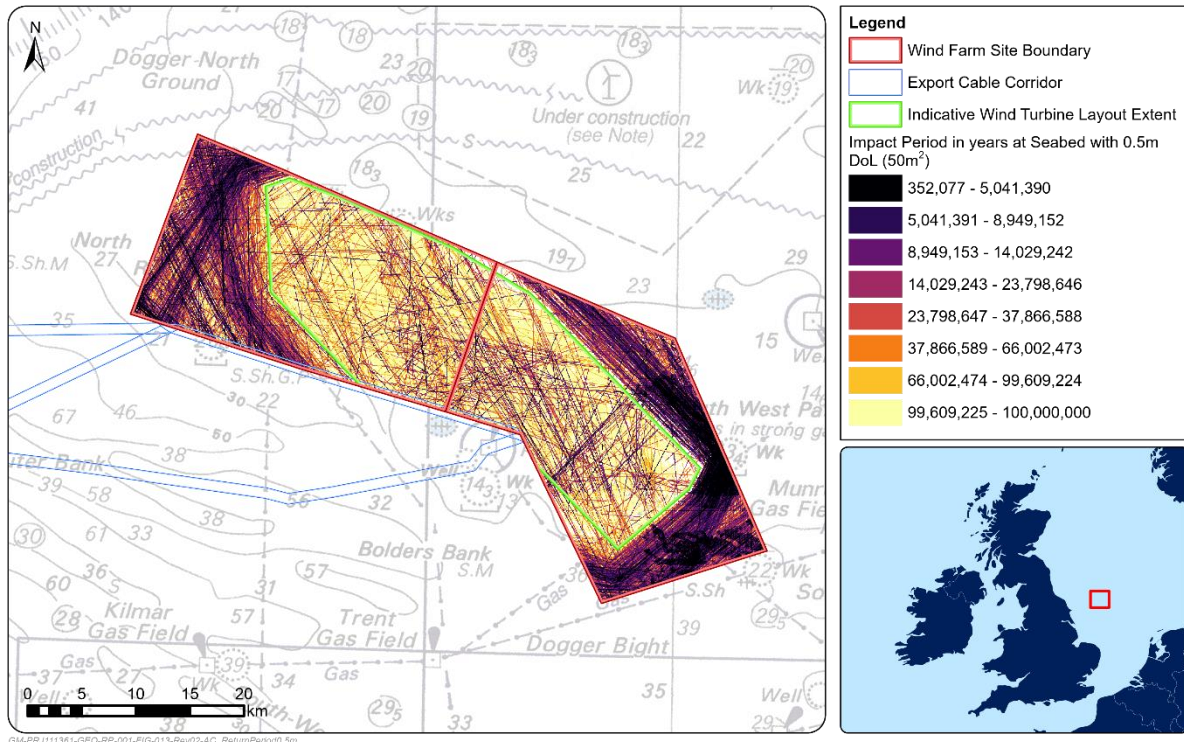


Figure 13: Return period for anchor strike across the lease area with 0.5m burial depth

#### 5.4.1 Results Discussion and Summary

The results of the CBRA have allowed the determination of suitable target depth of burial, based on the strike return periods calculated across the Lease Area at different DoL options. The outcome of the analysis has shown that indicative cable routes within the limits of the indicative turbine layout do not fall below a cumulative return period of 10,000 years (DNV risk category above 2 - equivalent to the probability of the cable being struck by an anchor being between 10,000 and 100,000 years) with a burial depth of 0.5m. Outside of the indicative turbine layout, some areas are allocated a target DoL of 1m to maintain the same risk level. There is no standard of what risk level is acceptable, and this is down to the developer's appetite to risk, and the lowering of costs during the installation phase, but typically across the industry having a risk of DNV Category 2 is considered appropriate for inter-array cables.

It should be noted that if the turbines are moved further out, then the modelled vessel traffic would need to be re-modelled accordingly to accurately reflect the conditions for a new iteration of the CBRA calculation. In this scenario, the current recommended DOL of 1m outside of the current wind farm area may no longer be applicable due to the absence of traffic.

The indicative cable routes show that even in an example 'higher risk' part of the wind farm site (route B), with a DoL of 0.5m the strike return period still does not fall under 10,000 years, or DNV risk category 2.

Considering the results from the spatial return period imagery, indicative cable routes and the practicalities of cable burial campaigns, the DoL recommendation can be assigned in two categories of 0.5m and 1.0m for different zones across the lease area, which as previously described will maintain a strike return period of at least 10,000 years (DNV risk category 2).

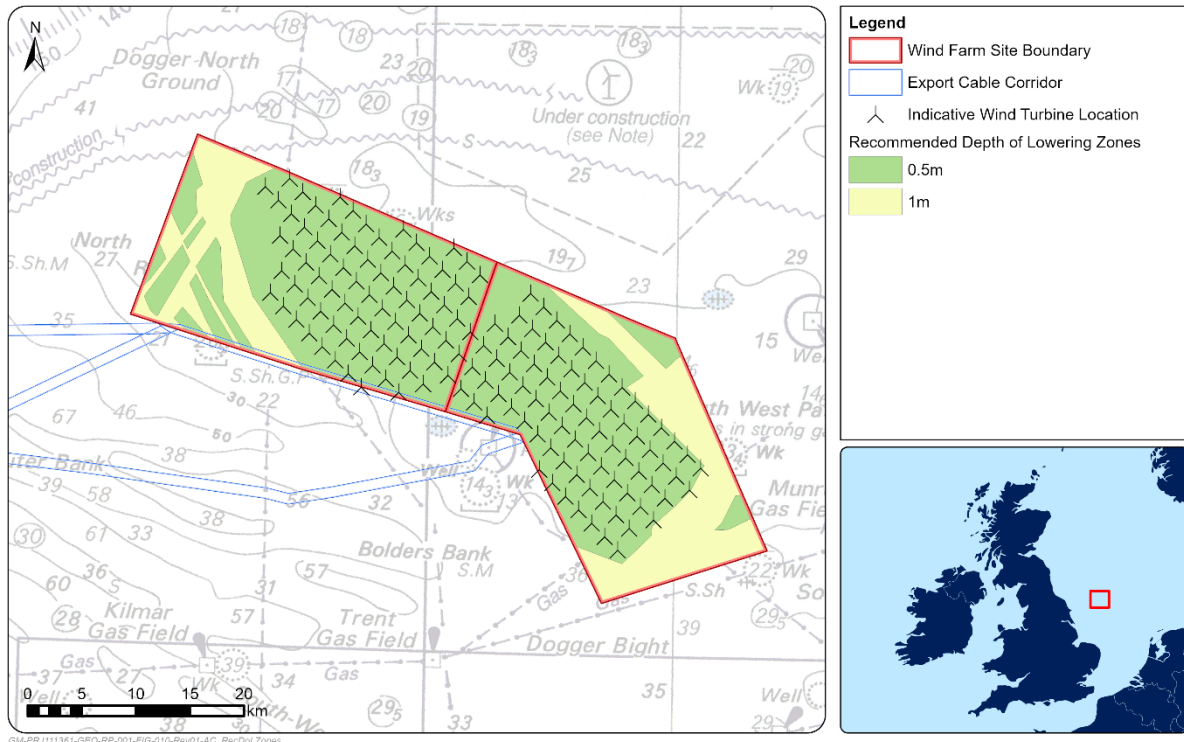


Figure 14: Recommended DoL zones in the Lease Area

The DNV risk categories are based upon oil and gas assets and the implications which come from failure of those assets, including environmental pollution etc. The DNV categories are commonly discussed to be considered onerous and therefore DNV Category 2 for the cumulative risk profile of an entire lease area is considered acceptable, although this should be confirmed by the developer. Though not likely to be necessary, further reductions in risk can be found with increased burial depths.

The risk levels will also change when applied to actual cable routes, where they can avoid higher risk areas of seabed via routing, and the model can account for actual cable lengths, with weighting applied for cable positions in their string (i.e. the number of turbines put out of operation in event of a cable fault).

In many of the 50x50m grid cells in the model, the calculated period of impact is infinite. This effect occurs in areas where the recommended DoL is below the calculated threat level, resulting in there being no chance of damage to the cable based on the historic data within the CBRA calculation. In these areas, hypothetically a cable could be surface laid and never be struck by an anchor, however a rogue anchor strike cannot be ruled out completely, and the cables should still be buried to some extent for stabilisation, and for

continuity during installation between areas that do have a recommended DoL below the surface.



## **6. BURIAL ASSESSMENT STUDY**

### **6.1 Overview**

As described previously, GM have assessed seabed conditions for the lease area to define recommendations for cable installation methodology. Burial techniques considered, at this stage, to be most appropriate for the site, can be taken forwards for further consideration when additional information becomes available.

At a high level, the site can be described as consisting primarily of sand of varying densities with frequent shell fragments and localised gravel pockets and clay pockets. Parts of the site in the northwest and southeast consist of a veneer of sand over medium or high-strength clays.

### **6.2 Cable Lay Options**

The main construction options available for the cable burial are:

- Post-lay burial of the cables utilising separate cable lay and burial campaigns with a cable buried by cable plough or trencher after it has been laid on the seabed.
- Simultaneous lay and burial with a cable plough or trencher deployed and operated from the cable lay vessel.
- Pre-lay trenching utilising separate trenching and cable lay campaigns where the trench is pre-cut by a large plough or trencher followed by cable lay directly into an open trench followed by backfill by plough, natural backfill or rock placement.

The most appropriate method will depend on a number of factors, for example the cable type being approved for the method to be utilised or the required vessel/trenching tool combination being available for the desired installation dates and the burial conditions on the cable route. These three methods are discussed briefly below.

#### **6.2.1 Post-Lay Burial**

In a post-lay burial operation, the cable is laid onto the seabed by a cable installation vessel. The same vessel can then return to carry out cable burial with the cable in place. Alternatively, a different vessel could carry out burial at a later date.

With the post-lay burial method, there is a risk of damage to the unburied cable during the intermediate stage between cable lay and burial operations from primary threats or cable instability at seabed due to metocean conditions. Post-lay burial with tools such as jet trenchers and mechanical cutters can induce tensions into the pre-laid cable due to cable friction as the cable travels through the machine. This can lead to free spans in sand wave areas. In addition, a kink can develop in the cable ahead of the machine.

Operational risks are always present surrounding launch and recovery of the burial machine from the vessel, especially in high sea states. Landing the machine on the seabed safely over the cable can also be a challenging operation in energetic seas and will be performed according to weather limitations identified through installation analysis. Cable routing through the machine can also be problematic, most modern tools are equipped with

manipulators to manually pick up and load the cable into the trencher for burial, however, there are some machines in service that require diver assistance.

#### 6.2.2 Simultaneous Lay and Burial

During simultaneous lay and burial, cables are laid and buried simultaneously with burial equipment (plough or burial sled) being towed by the cable laying vessel or barge or operated from the cable laying vessel where a self-propelled Remotely Operated Vehicle (ROV) is utilised generally for jetting or mechanical cutting burial methods. These may be free flying ROVs, or self-propelled tracked machines (TROVs).

This approach offers immediate protection to the cable and cable tension can be managed by the cable lay system as the cable enters the plough or trencher. The cable catenary can be monitored by ROV during the process.

#### 6.2.3 Pre-Lay Trenching

For this method, a separate vessel would tow a plough or operate a trencher to cut a trench in the seabed for which the cable can be laid into by the cable lay vessel in a separate operation.

Laying the cable into a pre-cut trench is sometimes considered to offer a low-risk construction method, whereby a plough/trencher is used to create a large trench, carrying out the aggressive soil cutting without the presence of the cable. The cable can then be laid into this trench and back filled by a second pass with a backfill plough. This approach would mean that the risk of damage to the cable is much reduced compared to the post lay burial and the simultaneous lay and burial techniques. However, difficulties exist in co-ordination of the two vessels working together in this way, for accurate positioning of the cable and for maintaining an open trench, due to sediment infill. Broad disturbance of the seabed in this manner may also be less desirable from an environmental consenting perspective.

### 6.3 Cable Burial Options

The results of the CBRA detailed in section 5.4 will ultimately determine what type of burial tool to use to achieve the recommended DOL. In general, burial methods can be categorised as ploughing, jetting or mechanical cutting. Different burial tools are optimised to perform in certain sediments – the types of tools available on the market are discussed in sections 6.3.1, 6.3.2 and 6.3.3 below, and section 6.3.4 evaluates their suitability for the site based on conditions discussed in section 4 and the results of the CBRA, detailed in section 4.

#### 6.3.1 Cable Ploughs

Cable ploughing is the process of towing a subsea plough with a vessel with sufficient bollard pull capability to create a trench for the cable. This method has the largest effective range of soil conditions and will be suitable up to the dense / very dense sand and stiff clays. Ploughs are generally utilised for simultaneous lay and burial whereby the installation vessel tows the plough, and the cable is routed through the plough and laid into the open cut trench with assistance from a depressor on the plough. The trench can then either be

left to backfill naturally or a backfill plough can be used to relocate the spoil from the initial trenching into the open trench on top of the laid cable.

Alternatively, ploughs can be used prior to cable lay to cut a trench along the lay route for which the cable can then be laid into. This may be required where boulder presence is a concern and the pre-lay trenching is used to clear smaller boulders, with some tooling setups quoting the capability to clear boulders up to 1m diameter. Where this is deemed necessary, specialist boulder clearance ploughs can be utilised. When pre-cutting a trench, this should only be undertaken if it can be performed close enough to cable lay operations or in a non-mobile seabed such that the trench will not naturally backfill prior to cable lay.

Some additional considerations should be made when considering ploughing operations. Firstly, manoeuvrability is restricted for ploughing compared with alternative burial methods. This limits the achievable cable turn radius and means that less complex lay routes can be achieved. Many ploughs also require longer burial transition lengths compared with alternate methods. Geological hazards should also be considered such as excessive seabed slope resulting in risk of tooling overturning or less control of cable burial depth, along with soft soils resulting in risk of plough sinkage. Tool selection should also be made considering features of available tooling on the market, for example some will require diver assistance for routing of the cable through the tooling and some will have diverless options which may be favourable in terms of project risk and commercial costs of diving operations.

As discussed, cable ploughs can work in a wide range of soils and are suitable for low to high strength clays which can be sheared but less suitable for dense sands which can increase tow force and likelihood of plough ride out. The high tow forces exhibited in sand are caused as the plough shears the granular material, this causes dilatancy in front of the shear. As the sand accumulates strain, the soil particles dilate, increasing void space. Pore pressures become negative causing apparent strength gain, until pore pressures eventually equalise due to water ingress. To reduce the high tow force generally exhibited in sands during ploughing, the cable plough shear can be fitted with a jet system. This addition of water reduces the negative pore pressure and therefore reduces the tow forces experienced.

The different types of cable burial ploughs are listed below:

- Conventional Narrow Share Cable Ploughs
- Advanced Cable Ploughs – a new generation of cable ploughs, which have been designed to achieve increased depth of lowering for subsea cables of depths up to 3.0 m.
- Rock Ripping Ploughs – suitable for outcropping rock, or where the seabed strata are exceptionally hard and beyond the capabilities of a conventional narrow share plough.
- Vibrating Share Ploughs - consists of a narrow share, which is vibrated to ensure cutting progress through difficult seabed conditions, such as gravel beds.

### 6.3.2 Jet Trenchers

A jetting system works by fluidising and/or cutting the seabed using a combination of high flow low pressure and low flow high pressure water jets to cut into sands, gravels and soft to firm clays. Jetting tooling is generally effective from very loose up to medium dense or

dense sands. In some cases, a dredging/eduction system is employed to suck out the fluidised material to leave an open trench into which the cable then falls by its own weight.

The mechanisms for jet trenching in clays and cohesionless sands/gravel soils are fundamentally different. Sands are most efficiently fluidised by a large volume of water (high flow / low pressure water jets) flowing over the trench cross sectional area, with a large water volume required to lift the sand particles into suspension. Coarser materials such as gravels fall rapidly through the water column and as a result it is very difficult to displace these soils and adequately bury a cable through coarse soils. Reduced DOL could be seen in areas of higher gravel content.

Conversely, in clays, the jet pressure (low flow / high pressure water jets) must be greater than a threshold value at which the clay can be cut, related to the undrained shear strength. As this pressure is partly generated through the available hydrostatic pressure at seabed, it may not be suitable in low water depths unless modified. A second pass may also be required utilising the high flow / low pressure setup, to remove the pre-cut clay blocks if the flow rate on the first pass is not sufficient.

The trench will naturally backfill due to settlement of sand particles out of suspension. Based on experience with jetting machines, between 60% and 80% backfill in the trench will be achieved to natural seabed level if one pass is required.

Jetting systems are most commonly used for post lay burial operations; however they can be used for simultaneous lay and burial. Tooling for this method are generally Tracked Remotely Operated Vehicles (TROVs) but may also be free flying tools or towed tools mounted on skids. Jetting nozzles are generally installed on two long jetting swords that are lowered into the seabed either side of the cable to fluidise / remove seabed material to allow the cable to be lowered. Sword lengths can be adjusted according to the required burial depth of the cable.

Jet trenchers generally reduce the risk of cable damage as there is no planned direct contact with the cable, and therefore can also be used near cable crossings. Multiple passes are possible in order to achieve target depth of lowering/depth of cover requirements. However, where deep burial is required, cable detection may be difficult.

Jetting tools are generally best suited to softer and looser ground conditions. Where bearing capacity of soil is a concern to support the TROV weight, buoyancy can be installed as required to reduce the submerged tooling weight, however lighter tools or free-flying tools are more susceptible to metocean conditions and may have high weather limitations. Tooling operations may be limited by water depth for submerged pumps to work, in which case surface water supply may be required when working in shallow water for example near landfall areas.

### 6.3.3 Mechanical Cutters

Mechanical trenchers are usually post lay burial machines suitable for consolidated high strength cohesive sediments and weak/fractured rock. They typically fall into two categories mechanical rock wheel cutters or mechanical chain Excavators. These two types are discussed below:

- Mechanical rock wheel cutters: Mechanical rock wheel cutters are used to cut narrow trenches into hard or rocky seabed and consist of a rotating wheel disc, which is fitted with rock cutting teeth.
- Mechanical chain Excavators: The chain Excavator tool consists of many cutting teeth and a further number of mechanical scoops which are used to transport the cut material away from the trench. An auger is sometimes in place, which helps move material away from the trench or clogging the chain cutters.

When trenching in hard clays and rock for both rock wheel cutter and mechanical chain trenchers a narrow slot is formed into which the cable is lowered. The material is removed as the action of the cutting causes it to be broken down into its constituent parts.

Significant thicknesses of sand and gravel are likely to hinder performance as the tool relies on the action of ripping cohesive soils. To aid with lowering, mechanical cutters can be fitted with a rear jet leg/eduction system which clears the trench of granular soils and back fill material. A mechanical cutter is generally fitted with a depressor which guides the cable through fluidised materials increasing DOL. On rocky outcrops, the seabed might be too uneven for the trencher to operate normally. Typically, sudden changes in elevation should be smaller than 0.3 m and slopes below 15°, although this is dependent on the size and limitations of the specific trencher. Aratellus' Leviathan Trencher, for example, has fully articulated separate tracks and so is likely to be much more capable of operating on an irregular, rocky seabed.

The magnitude of the seabed relief, in the context of the footprint of a mechanical trenching tool, must be understood in detail in order to assess the stability of the trencher and its ability to progress across the seafloor.

It is common that mechanical cutters are utilised for short sections of cable routes where required to trench within hard ground. These are generally avoided where possible due to slow progress rates, for this reason they are generally used for pre-lay or post-lay trenching rather than simultaneous lay and burial which would significantly slow the progress of the cable installation vessel.

Mechanical cutting tools are deployed and controlled from a vessel with sufficient capacity crane or A-frame LARS. They are generally TROV type vehicles and can include additional features such as cable loading manipulators. Cutting tool wear is a particular consideration for these tools, and rock wheel / cutting chain teeth should be selected carefully based on the seabed material.

#### 6.3.4 Cable Burial Tool Suitability

As described above, multiple different types of burial tools are available for subsea cable installation, however the performance of the tools will vary depending upon the sediment type and other factors. The general suitability of different burial equipment is given within Table 16, taken from the BERR report 2008 (Ref.16).

Cable Burial Devices	Burial Device Options	Sediment Type					
		Sands	Silts	Gravel	Weak Clays	Stiff Clays	Rock
Cable Burial Ploughs	Conventional narrow share cable ploughs	✓	✓	✓	✓	✓	✗
	Advanced cable ploughs	✓	✓	✓	✓	✓	✗
	Modular cable ploughs	✓	✓	✓	✓	✓	✗
	Rock ripping ploughs	✓	✓	✓	✓	✓	✓
	Vibrating share ploughs	✓	✓	✓	✓	✓	✓
Tracked Cable Burial Devices	Jetting systems	✓	✓	?	✓	✗	✗
	Rock wheel cutters	P	P	P	✓	✓	✓
	Chain excavators	P	P	✓	✓	✓	✗
	Dredging systems	✓	?	?	✗	✗	✗
Free Swimming ROVs with Cable Burial Capability	Jetting systems	✓	✓	?	✓	✗	✗
	Dredging systems	✓	?	?	✗	✗	✗
Burial Sleds	Jetting systems	✓	✓	?	✓	✗	✗
	Rock wheel cutters	P	P	P	✓	✓	✓
	Chain excavators	P	P	✓	✓	✓	✗
	Dredging systems	✓	?	?	✗	✗	✗

#### KEY

✓	=	Should be capable of burial.
?	=	Performance will be related to the type of sediment and the power delivery to the burial device.
P	=	Performance possible in the sediment type but not an ideal application.
✗	=	Unlikely to be capable of burial.

Table 16: Burial Performance Comparison

Figure 15 below from DNV (Ref. 8) also summarises burial method suitability in various ground conditions and thus the optimum ground conditions for each burial tool can be derived. As can be seen for cutting, by adding a dredging (or jetting) system, the graph could be extended into looser materials. The figure also highlights that ploughing is more suitable for a wider range of soils. Therefore, in sites with variable material, ploughing could be the optimum tool. However, this is based purely on soil conditions, other factors such as water depth, seabed features and commercial factors all influence the choice of burial asset used.

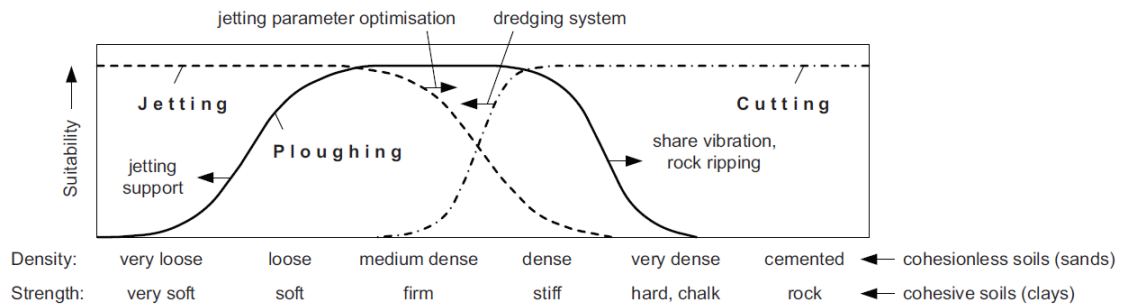


Figure 15: Indicative Burial Tool Suitability in Different Ground Conditions (Ref. 8)

In general, it can be summarised that the ploughing method is suitable for a wide range of ground conditions, jetting techniques are suitable for soft or loose soil conditions, and mechanical cutting is required in the hard or dense soils and rock.

The above is a guide that should be considered when selecting burial methodology, however, additional considerations need to be made with regards to the site conditions when selecting the burial tooling and methodology. For example, boulder presence within the lay route, geological features, potential mobility and expected metocean conditions will all factor into the decision-making process when selecting burial tooling, along with the overall methodology including if post-lay burial or simultaneous lay and burial will be most suitable. This is further described for each method in the sections below.

The three methods described above have differing anticipated progress rates within different seabed materials. These anticipated progress rates are shown in the table below:

Burial Tool	High Level Anticipated Progress Rate	
	Loose Sand / Soft Clay	Dense Sand / Stiff to Hard Clay and Rock
Jet Trencher	200-350 m/hr	100-200 m/hr
Cable Plough	200-400 m/hr	200-400 m/hr
Mechanical Cutting	200-350 m/hr	70-150 m/hr

Table 17: Anticipated Burial Tool Progress Rates

## 6.4 Burial Assessment Methodology

A preliminary burial assessment and tool suitability assessment has been undertaken for the lease area for most commonly used tools, as described above. This assessment was based on the anticipated ground conditions across the lease area, tool specifications and limitations that might affect suitability and the results of the CBRA. Each tool to be used alone is graded into the following system:

- Suitable – Likely to achieve burial



- Possible – Unlikely to achieve consistent burial throughout
- Not Suitable – Unlikely to achieve burial

The tool suitability has been assessed for the seabed conditions and required burial depths to achieve each risk level across the lease area. Broadly speaking, the site can be divided into zones, which can be categorised by burial class - determined by the seabed composition and the target depth of lowering established within the CBRA (Section 5). These burial classes are shown below:

Burial Class	Description		Achievable Burial Depth
	General	Geology	
A	Full burial expected to target depth in a single trencher pass. Constant burial conditions with low variability.  Optimal plough or jetting progress rate.	Thick very loose to medium dense sands / silts and soft to firm clays.  Generally flat seabed and absence of features hindering burial operations.	Target or beyond
B	Reduced and variable burial conditions.  Reduced progress rate possible.  Potential for reduced success with jetting tools and / or multiple passes expected with potentially different tooling such as mechanical cutters.	Medium dense to dense sand and stiff to very stiff clay or loose / soft sediment sitting over a dense to very dense unit.  Minor bedforms, slopes <10 degrees expected to impact tool progress.	Within Target
C	Poor burial expected, with possible areas of cable exposure.  Slow progress rate with high risk of not achieving full burial.	Stiff to very stiff clay and up to very dense sand/silt and consolidated sediment / bedrock, or a thin unit of loose/soft sediment sitting over a dense to very dense unit or rock.  Bedform slopes > 10 degrees.	Potentially Less than Target

Table 18: Cable Burial Classification

To define the BAS zones, the recommended DoL calculated in the CBRA was combined with the ground model to enable creation of a plan view of burial classification and DoL, as would be listed in a conventional BAS table for a cable route. A BAS table to summarise the zones could be produced, describing the geology layers, tool suitability, burial class and DoL by zone (as opposed to KP in a conventional BAS table). These zones can be used to inform future array cable routes, though it is recommended that route-specific BAS tables are produced once the cable routes are established.

## 6.5 Burial Assessment Results

The results of this analysis, in the form of a Burial Assessment table, is shown in full in Appendix D. A summary of the burial class in combination with the DoL for each zone is provided in plan view in Figure 16, and summarised in Table 18. The zones defined in Figure 16 correspond to the zones listed in Appendix D.

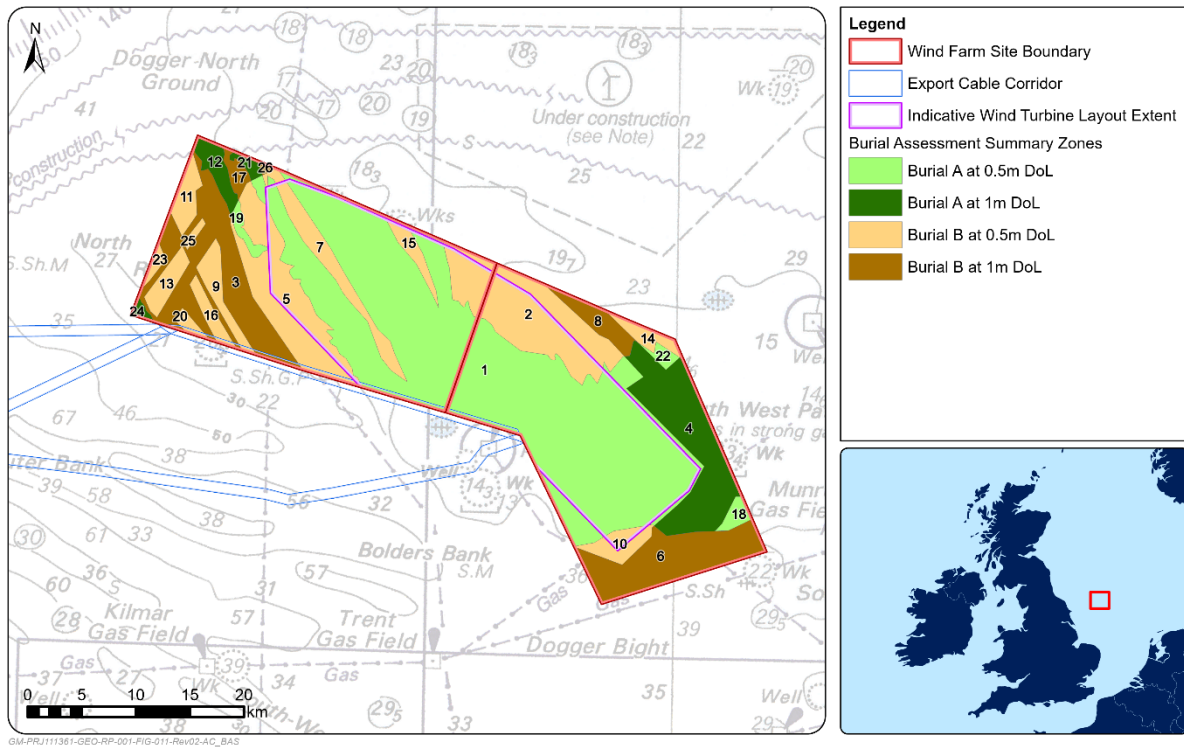


Figure 16: Burial Assessment Summary for the DBS Lease Area

	Burial Class (By Zone Area in km <sup>2</sup> )			Burial Class (By % of Site Area)		
Recommended DoL (m)	A	B	C	A	B	C
0.5	467.1	267.2	0.0	47.1	27.0	0.0
1	94.1	162.3	0.0	9.5	16.4	0.0

Table 19: Burial Classification and DoL by total zone area and Percentage of the total lease area

	Burial Class (By Zone Area within Wind Farm in km <sup>2</sup> )			Burial Class (By % of Wind Farm Area)		
Recommended DoL (m)	A	B	C	A	B	C
0.5	422.8	124.5	0.0	77.3	32.7	0.0
1	0.0	0.0	0.0	0.0	0.0	0.0

Table 20: Burial Classification and DoL by total zone area within wind farm area and Percentage of the total wind farm area

A burial strategy with regards to tool type and burial depths in the BAS allows the recommendation of an installation methodology utilising the options outlined in section 6.2, and suggested vessels and tools to conduct the operation. The recommended burial depth across the wind farm site itself is 0.5m, with a combination of burial class A and B. A jet-assisted plough as the recommended tool for installation.

## 6.6 Recommended Cable Installation Methodology

The suggested cable lay methodology is a simultaneous lay and burial solution using a jet-assisted plough and separate jetting tool to bury transitions where the plough needs to be graded in and out on approach to and departure from the turbine monopiles and OSS. The vast majority of the lease area has soils that are suitable for ploughing and jetting, with dense sands and shells and shell fragments across much of the site, and some small areas of gravel deposits where ploughing may become more difficult. In the dense sands, areas with shells and shell fragments, and gravel pockets, a plough with jet-assistance should improve both the progress rates and the depth of burial achieved.

Simultaneous lay and burial is recommended to avoid the risk of trench infill by the surficial sands found over much of the lease area that could happen if a pre-lay trenching approach is used. This method also benefits from the high efficiency of combining the lay and burial campaigns into one, which is particularly beneficial with inter-array campaigns due to the large number of individual cables resulting in multiple tool deployments and recoveries. As less preferential options and depending on burial asset and vessel availability, post-lay burial using a plough or high-power jetting tool could be used. Based on the water depths on the site, any cable ship with an appropriate carousel capacity, bollard pull and A-Frame for plough towing and deployment would be suitable.

Surficial boulders have been identified across much of the DBS lease area, with particularly high densities present at the western end of the site. The presence of surficial boulders often indicates that buried boulders may also be present. Both buried and surficial boulders could damage a potential burial tool during installation. It is therefore recommended that once inter-array cable routes are established, boulders are identified within the installation corridor of each cable during route-specific geophysical surveys. If necessary, a boulder clearance campaign should then be conducted prior to any cable lay and burial campaigns using either a towed clearance plough or a grab system, depending on boulder densities. Some clearance ploughs in the industry are reconfigurable for pre-lay trenching and post-

lay backfill or can do both clearance and trenching simultaneously, meaning a pre-lay trenching methodology may become a more economic option.

#### 6.6.1 Suggested Ploughing Tools

##### *DeepOcean's ACP2 Plough*

The ACP2 plough is specifically designed to handle larger diameter power cables up to 300mm in diameter, with a 5m minimum bend radius. Additional cable protection measures include a pivoting cable bellmouth and highly capable LARS system for deployment in higher sea-states. The ACP2's share can achieve a depth of burial up to 3.3m below seabed and houses a 150kw jetting system. The plough is designed to work in a range of seabed conditions from sands to weathered weak rock.

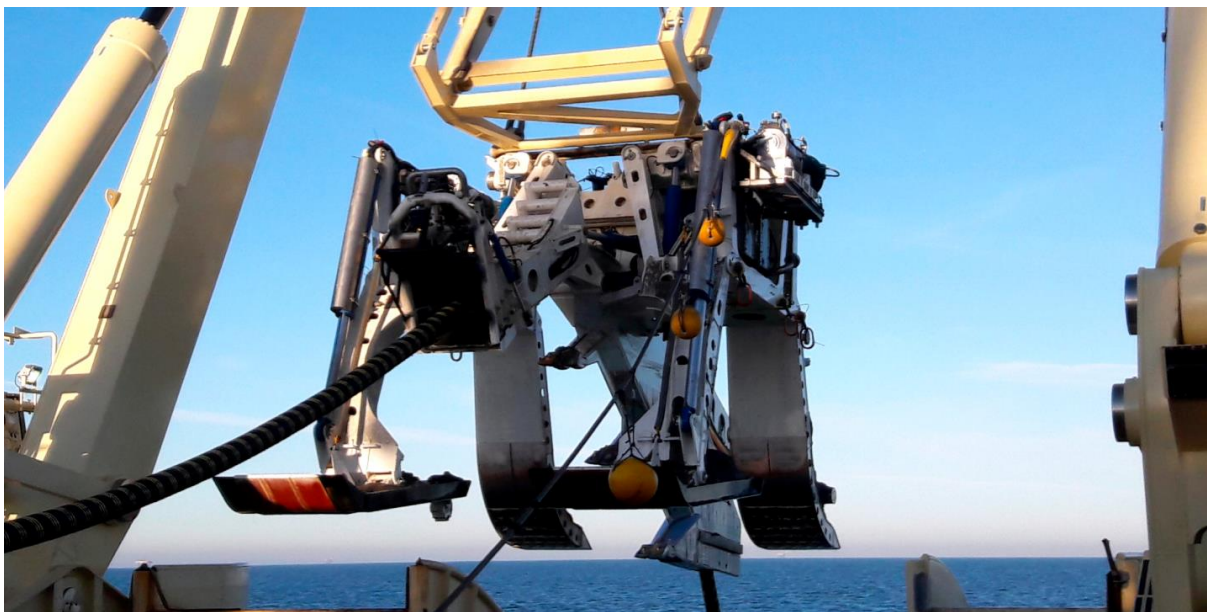


Figure 17: DeepOcean's ACP2 cable plough

##### *Boskalis HD3 Plough*

The HD3 plough is another tool designed specifically for larger-diameter cables and umbilicals up to 300mm in diameter. It is optimised to reduce the tow force required during operation, utilising a 265kW jetting system. It's maximum burial depth is 3.3m, and for added versatility in operation, it can remotely load cable on the seabed for post-lay burial.



Figure 18: Boskalis' HD3 cable plough

#### *Global Marine Hi-Plough*

The Hi-Plough originates from the telecom cable industry but more recently has been adapted to be compatible with larger-diameter power cables. It is a more compact and relatively lightweight tool than the previous two options, making the range of vessels that can operate it potentially greater. The burial depth can reach up to 2m, with increased sinkage potentially to 3m achieved in soft soils via an 'underfoot' jetting nozzle. It is able to operate in sands and stiff clays, with an optional rock tooth to extend its capability into soft rock.





Figure 19: Global Marine's Hi-Plough

#### *Enshore Subsea's PCP-2 Cable Plough*

The PCP-2 is another plough developed specifically for burial of power cables in wind farms, capable of handling product up to 240mm in diameter and with a 3.5m MBR. It has a maximum burial depth of 2.4m below seabed and has a 300kW jetting system to allow operation in sands and soft to hard clays.



Figure 20: Enshore Subsea's PCP-2 cable plough



## 6.6.2 Suggested Boulder Clearance and Pre-Lay Tools

### *Helix Energy i-plough – Pre-Lay Clearance, Trenching and Post Lay Backfill*

As an alternate method to simultaneous lay and burial, the i-plough provides simultaneous boulder clearance and trenching to 1.9m depth and can be reconfigured and re-deployed after cable lay to backfill the trench. The plough is a large and heavy tool, requiring a dedicated high bollard pull vessel, but is capable of trenching in firm clays and diamicton and can remove sub-surface boulders and deposit them to the sides of the trench. Though the plough may not be as effective in areas of sands, it could still be used to clear boulders and sand waves for a jetting tool to then bury the cable. If the surficial sands are stable enough and cable lay happens shortly after the plough runs, a jetting tool would not be required at all. The plough was originally built to work on the nearby Kriegers Flak and Vesterhav North and South windfarms and performed well during operations.

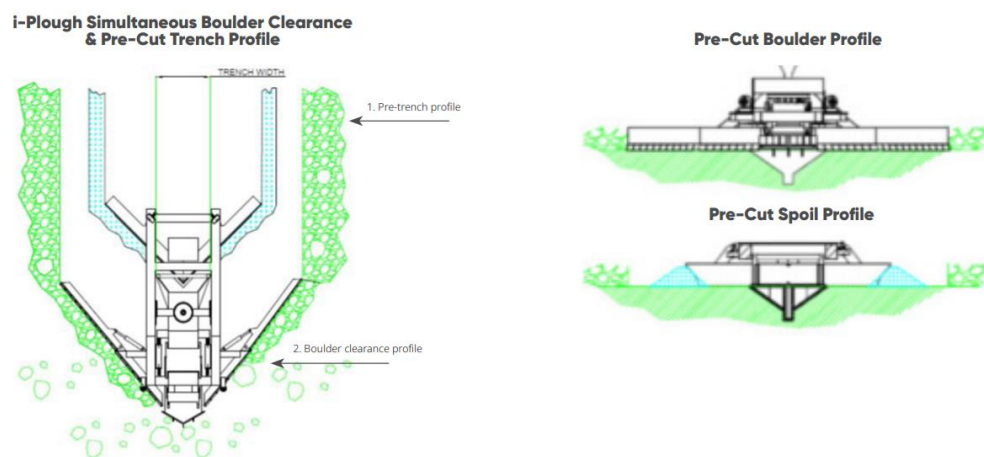


Figure 21: Diagram of the i-Plough's trenching profiles

### *Asso Subsea's Multi-Functional Plough – Pre-Lay Clearance, Trenching and Post Lay Backfill*

The multi-functional plough is similar in design and ability to Helix Energy's i-plough, designed to be reconfigurable to conduct boulder clearance, pre-lay trenching and backfill in separate passes. The plough can clear boulders up to 2m in diameter and create a Y-shaped trench up to 1.7m in depth. Like the i-plough, it has been used previously in similar conditions on the Kriegers Flak wind farm site.



Figure 22: Asso Subsea's Multi-Functional Plough

#### *Subsea Orange Peel/Tine Grab*

Grabs are versatile tools that can be used to deploy material or remove objects from a site. Large grabs can be useful for boulder removal scopes and can be used in conjunction to relocate the larger boulders that a plough alone may not be able to clear. Grabs are available in varying sizes and lift capacities and can generally be deployed by any vessel with a suitable crane.

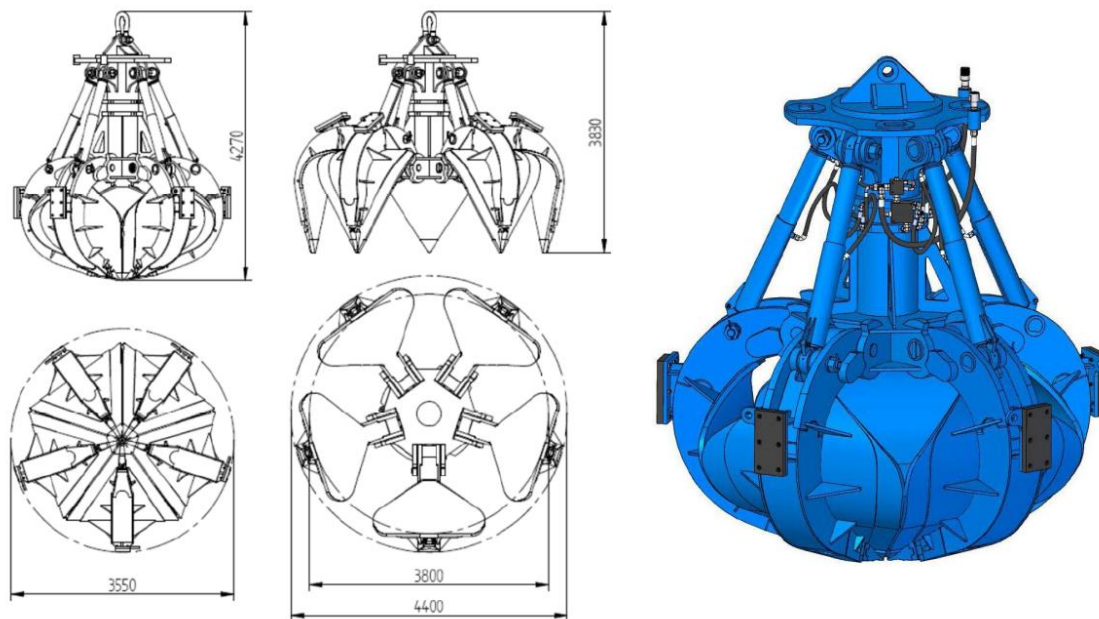


Figure 23: Schematic of James Fisher Offshore's 85Te Orange Peel Grab

### 6.6.3 Suggested Jetting Tools

#### *Delta Subsea T1000*

The T1000 is a 750kW jetting ROV capable of up to 3m burial depth. It is capable of jetting in sands to firm clays up to 80kPa resistance, allowing it to cover the hardest soils expected in the lease area. The T1000 is also self-propelled, which would be required to bury the end of the inter-array cables where the plough has graded in or out, and it can also be deployed under relatively high sea-state conditions.

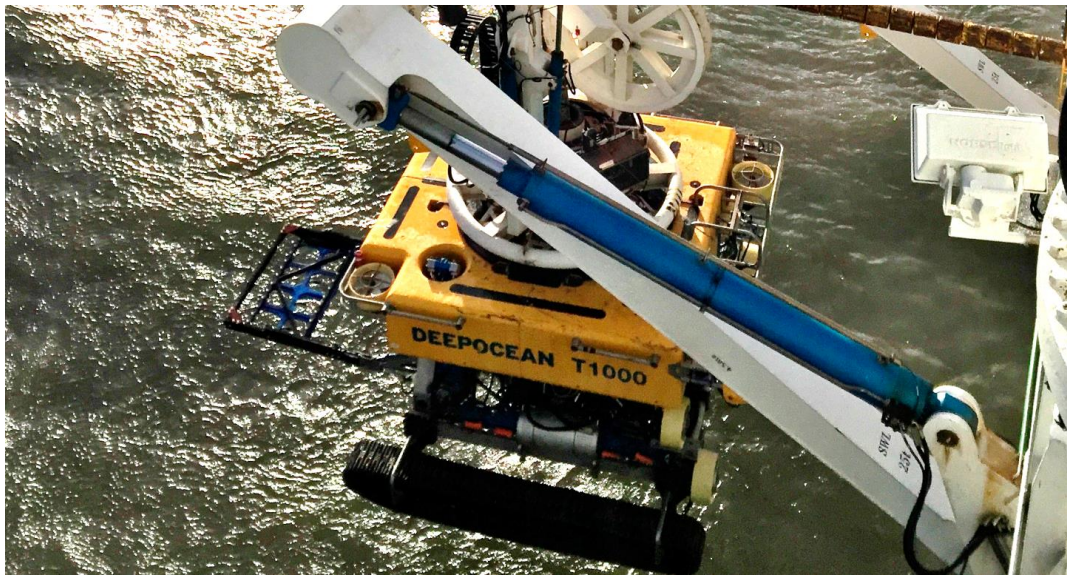


Figure 24: Delta Subsea's T1000 Jetting ROV

#### *Asso Subsea AssoJet III MK1*

As a more powerful jetting option, the AssoJet III MK1 has up to 1.3MW of power with a 3m burial depth capability, allowing it to work in soils up to 150kPa. This increased capability could allow it to be the sole burial tool for installation if a plough and jetting combination is determined to be unsuitable, though progress rates with a jet-assisted plough would likely be faster. The tool can be configured with sleds or tracks for towing or self-propelling and has multiple jetting sword options to cater for the expected soil conditions. It can be deployed in high-sea states and also has backfill/trench collapsing capability.



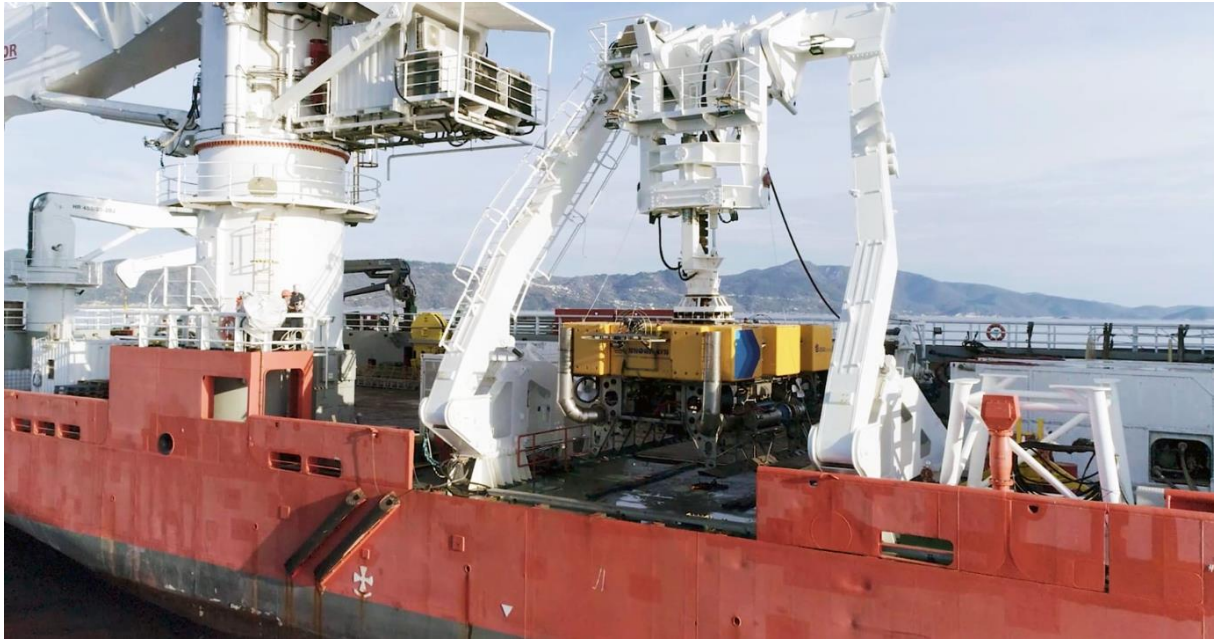


Figure 25: AssoJet III MK2 Jet Trencher

#### 6.6.4 Suggested Installation Vessels

##### *Boskalis Ndeavour*

The Ndeavour is a shallow-draft cable vessel with a track record of both export and array cable projects. The vessel has a 100Te SWL A-frame allowing for deployment of large trenching vehicles and tools, can be equipped with ROV and subsea rock placement spreads, and features a 6-point mooring system and DP2 classification.



Figure 26: Boskalis Ndeavour Cables ship

#### *Delta Subsea Connector*

The Connector is a versatile cable ship with a demonstrated history of performing shore-end operations in shallow waters, including a successful beaching operation. With a minimum draught of 3.6m, it carries a 7000Te capacity turntable, a 60Te A-frame and has a 7-point mooring system. It has sufficient bollard pull for towing burial tools that are not self-propelled.



Figure 27: Delta Subsea's Connector performing a beached cable landing



### *Van Oord Nexus*

The Nexus is a modern DP2 class 122m long cable ship with a 5000Te capacity carousel, equipped specifically for installation of export and inter-array cables. It has no A-frame so may not be suitable for plough operation, but it does have a 100Te main crane and bespoke cable protection and quadrant handling system to aid in installation of second-ends, making it a potentially efficient cable installation platform for an inter-array post-lay burial campaign.



Figure 28: Van Oord's Nexus Cablesip installing cable at a wind turbine monopile

## 7. CONCLUSIONS AND RECOMMENDATIONS

Global Maritime have conducted a Cable Burial Risk Assessment (CBRA) for the Dogger Bank South wind farm lease area, including a review of the bathymetry and sub-seabed geology, and a resulting Burial Assessment Study (BAS), concluding on a recommended Depth of burial across the entire lease area and suggested installation methodology.

The site conditions were assessed to determine the geological layers of the seabed within the lease area. Using the provided Geotechnical data and Sub-Bottom Profiler data from Fugro, geological units could be spatially defined along the routes, and simplified into a two-layer ground model for input into the CBRA calculations.

The site condition assessment and two-layer ground model were then utilised using Global Maritime's CBRA method with modelled post-windfarm installation vessel traffic to analyse the anchor strike risks to the cable and propose target burial depths across the lease area to minimise the risk to acceptable levels whilst also maintaining practical burial depths. The burial depths and risk profile is summarised spatially and linearly in plan-view diagrams and transect-based alignment charts respectively.

The predominant geological conditions are sands of varying densities, containing gravel deposits and frequently occurring shell and shell fragment content. In some areas, the sands overly subcropping clays, which outcrop in the south-eastern corner of the site. The vast majority of the lease area consists of sands within the 3m depth limit of the model, with limited areas where channelised units of sandy clay or clay with pockets of sand and potential organic material would be encountered at the recommended DoL.

Key risks on the site can be defined as:

- Gravel deposits and shell and shell fragment content in the sands may reduce jettability of the seabed, potentially reducing progress rates of either a jet-assisted plough or jetting tool.
- Dense and very dense sands can reduce plough burial progress rates
- Stiff clays that have not yet been identified with the limited geotechnical survey may subcrop into the burial profile and reduce burial progress rates

It should be noted that whilst there is no specific acceptable risk value that must be attained through protection from anchor strike through burial, it is common for cables to be protected to specifications to DNV Cat 2, which is specified as a return period > 10,000 years. As this is not specified by cable length, target burial depths were determined based on maintaining > 10,000 years return period cumulative across each zone, as defined by changes in burial depth, hence there is a possibility that the cumulative return period of an entire string of cables could have a return period of < 10,000 years, if current recommended DoL is relied upon.

As mentioned, a key driving factor when determining the required burial depth for anchor strike protection is the soil properties, as these dictate anchor penetration. It is recommended that the CBRA is re-run once final cable routes have been chosen, and more geotechnical data is available. The recommended DoL zones defined in section 5.4.1 are based on the wind turbine layout provided for this report, and the arbitrary transects and

indicative cable routes generated for use as a basis for assumptions in the CBRA, and therefore could change significantly with a new turbine layout and specific cable routes.

It is also recommended that a detailed BAS with the specific burial tool(s) and cable routes to be used for cable installation and consideration of the strengths of the geological units in relation to the specific tool's ability is conducted to further optimise the cable protection methodology, further reducing burial and vessel time.

## APPENDIX A      DESIGN RISK REGISTER

## Geohazard & Geotechnical Risk Register (GRR) - Cables




<b>Client :</b>	RED
<b>Project :</b>	Dogger Bank South Offshore Wind Farm Array Area
<b>Project No :</b>	PRJ111361
<b>Revision History:</b>	2

Revision	Date	Reason for Revision	Author	Reviewer	Approver
1	30/06/2023	First issue	FDI	MLA	MLA
2	08/08/2023	Second Issue	FDI	MLA	MLA

## RISK MATRIX

Severity	Consequences/ Impact			Probability				
Category	Injury/ Illness	Environmental Impact	Financial Loss/ Asset Damage/ Reputation	A (Very Unlikely)	B (Unlikely)	C (Possible)	D (Likely)	E (Very Likely)
1 (Negligible)	Negligible injury or health implications, not affecting work performance or causing absence (First Aid Case)	- Pollution/ spills of <1 litre - Minimal/ insignificant environmental impact	<USD \$10,000, or <1% cost impact	L	L	L	M	M
2 (Minor)	Minor injury/ illness leading to Medical Treatment Case (MTC)	- Pollution/ spills between 1 - 10 litres - Minor/ short term pollution impact	USD \$10,000 - <USD \$100,000, or 1-5% cost impact	L	L	M	M	M
3 (Significant)	Significant injury/ illness leading to Restricted Work Case (RWDC)	- Pollution/Spills between 10 - 100 litres - Pollution with some worksite impact	USD \$100,000 - <USD \$500,000, or 5-10% cost impact	L	M	M	M	H
4 (Serious)	Serious injury/ill-health leading to days away from work (Lost Work Day Case - LWDC)	- Pollution/Spills between 100 litres - 100 m3 - Significant pollution with worksite and off-site impact	USD \$500,000 - <USD \$1,000,000, or 10-20% cost impact	M	M	M	H	H
5 (Critical)	Fatality(s), permanent disability, terminal occupational illness	- Pollution/Spills in excess of >100 m3 - Extensive pollution with long term implications or massive site impact	≥USD \$1,000,000, or >20% cost impact	M	M	H	H	H

## GUIDELINES

Severity	Further consequence/ impact definition	Probability	Probability Definition	Risk Level	
1 (Negligible)	- Minimal injury or health implications requiring no treatment; no absence from work; requires first aid treatment only (First Aid Case FAC) - Minimal or limited pollution effect/impact; negligible recovery work (spills of up to 1 litre of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Insignificant or slight financial loss or equipment/ asset damage (<USD \$10,000), or >1% of project/ asset cost - Negligible damage to reputation, including some minor negative feedback	A (Very Unlikely)	- Not known by GM to have happened within the industry - A freak combination of factors would be required for an incident to occur	LOW	As a guide, when a LOW risk level is calculated, then no additional controls are required. However monitoring should take place to ensure that the controls are implemented and where possible, improved.  <b>Acceptable</b> Task/ Activity may be carried out by those authorised to do so
2 (Minor)	- Minor injury or illness requiring medical treatment (Medical Treatment Case - MTC) - An Environmental incident contained within the site boundary; short-term impact; recovery work by worksite personnel (spills of 1-10 litres of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Minor financial loss, or repairs required for damaged asset/ equipment (USD \$10,000 - <USD \$100,000), or 1-5% of project/ asset cost - Formal complaint by a Client or 3rd party (reputation damage)	B (Unlikely)	- Unlikely to occur - May have happened once at GM, or in the industry - A rare combination of factors would be required for an incident to occur	MEDIUM	Where a risk level has been calculated to be MEDIUM, further controls should be identified where possible, in order to reduce the risk to As Low As Reasonably Practical (ALARP).  <b>Tolerable</b> Task/ Activity may only proceed with Management authorisation
3 (Significant)	- Restricted Work Case (RWC) injury; without long term disablement - An Environmental incident went beyond the site boundary, moderate short-term impact, recovery may requires external assistance (10-100 litres of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Damage to property/equipment requiring significant repair with costs up to USD \$500,000, or 5-10% of project/ asset cost - Local media coverage, and local community complaint	C (Possible)	- Could possibly occur - Additional external factors to be combined/ present for an incident to occur	HIGH	A HIGH risk level is considered intolerable, and work must commence or continue until the risk has been reduced significantly. If it is not possible to reduce the risk, work is not permitted  <b>Unacceptable</b> Work must not proceed change task or further control measures required to reduce risk
4 (Serious)	- Serious injury/illness leading to days away from work or involving a single lost work day case (LWDC) - Serious medium-term environmental effects; recovery requires external assistance; pollution incurring significant restitution costs (spills between 100 litres to 100 m3 of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Damage to property/equipment resulting in major loss of operational capability; costs up to USD \$1,000,000, or 10-20% of project/ asset cost - Regional-level negative publicity/ media coverage	D (Likely)	- Has happened more often than once, at GM, or known to have happened multiple times within the industry - An additional factor may be required to result in an incident	  Global Maritime Risk Matrix   G-HSE-FM-002   Rev. 2	
5 (Critical)	- A fatality(s) or multiple serious injuries leading to permanent disability or terminal disease - Extensive pollution with long-term implications or massive site impact and recovery work; very high restitution costs resulting in serious economic liability on the business; spill in excess of 100m3 of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Damage with major long-term implications on operational capability; extensive costs in excess of USD \$1,000,000 or >20% of project/ asset cost - International negative publicity/ media coverage	E (Very Likely)	- A regular occurrence in the industry - Almost inevitable that an incident will happen		



GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables									
Project Number:	PRJ111361		Project Name:		Dogger Bank South Offshore Wind Farm Array Area				
GRR Review Date:	07/07/2023		Project Manager:		Matthew Laing				
			Risk Evaluation				Risk Evaluation		
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level
Cable Installation PRJ111361									
1	Bedrock Outcropping at Seabed	<p>Presence of outcropping rock can cause issues to cable installation.</p> <p>Trenchability along those areas is highly dependable on the geotechnical parameters of the rock and cables might be not sufficiently protected if targeted burial depths are not achieved.</p> <p>Exposed cables have increased risks to internal and external threats.</p>	3	A	L	<p>At present, geotechnical sampling and geophysical data suggests subcropping bedrock within the burial profile is unlikely to be encountered.</p> <p>Further geotechnical survey along the final array cable routes can confirm if the site is clear of shallow subcropping bedrock.</p>	3	A	L
2	Hard Soils Within Burial Profile	<p>Presence of high-strength clays can cause issues to cable installation.</p> <p>Trenchability along those areas is highly dependable on the geotechnical parameters of the soils and cables might be not sufficiently protected if targeted burial depths are not achieved.</p> <p>Exposed cables have increased risks to internal and external threats.</p>	3	D	M	<p>Detail assessment of the geotechnical parameters of the tertiary soil units is recommended, in order to understand the burial feasibility.</p> <p>The recommended burial strategy already limits exposure, in so far as possible, with use of a jet-assisted plough capable of trenching into the stiffer clays.</p> <p>Alternative protection methods such as rock dumping or mattresses might be required.</p>	3	C	M
3	Boulders at and within Seabed	<p>Boulders of indurated and cemented material derived from the underlying geological units.</p> <p>Boulders create obstructions for trenching and installation activities.</p> <p>Buried boulders can cause reduced burial.</p>	4	E	H	<p>Detailed, high resolution bathymetric and side scan sonar survey.</p> <p>Sympathetic routing design, resilient trenching methods, boulder clearance campaigns ahead of installation.</p>	4	D	M
4	Soft Soils at and within Seabed	<p>Presence of soft, unconsolidated soils can cause issues to cable installation.</p> <p>Soft soils can cause trencher sinkage and less efficient trenching if not planned for.</p>	3	D	M	<p>Detailed installation engineering examining trencher types, bearing pressures and means of reducing bearing pressure if necessary.</p>	3	C	L

GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables										<div>GLOBAL MARITIME</div>
Project Number:	PRJ111361		Project Name:			Dogger Bank South Offshore Wind Farm Array Area				
GRR Review Date:	07/07/2023		Project Manager:			Matthew Laing				
			Risk Evaluation				Risk Evaluation			
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level	
5	Irregular Seabed	Presence of irregular seabed can cause issues with trencher traction and progress, also reduced burial where trencher tools pull out of seabed.	3	C	M	Detailed installation engineering examining routing, trencher types, utilise suitable trencher.	3	B	L	
6	Gravel Reduces Depth of Lowering	Gravels present within seabed soils, or even flints within chalk, may not be fully removed from trench, limiting the depth to which lowering can occur.	3	C	M	Evaluate detailed geotechnical and geophysical survey. Account for risk with increased trench depth and trenching methods to maximise suspension and eduction.	3	B	M	
7	Dense Sands across site	Dense sands can greatly reduce plough progress rates	3	D	M	If plough burial is chosen for installation, ensure the plough has jetting assistance to fluidise sands and increase progress rates.	3	C	M	
8	Organic Material within Burial Profile	Organic materials in soil can reduce jettability	3	B	M	Interrogation of geotechnical samples, surficial sediments and sub-bottom data to ensure avoidance of any organic material deposits within the corridor.	3	A	L	
9	Shells and shell fragments reducing Depth of Lowering	Shells and shell fragments, may behave similarly to gravel, limiting the depth to which lowering can occur	3	C	M	Acquire and evaluate existing and further geotechnical data to assess the shell content in the seabed and how likely it will affect jetting. Account for risk with increased trench depth and trenching methods to maximise suspension and eduction.	3	B	M	
Cable Operation										
1	Shipping	Ships can cause direct damage to exposed or insufficiently buried cables by deploying anchors either deliberately (in case of anchorages) or accidentally over / next to a cable. Direct cable strike or more likely snagging of cable can cause damage to cable (and potentially the vessel).	2	C	M	Probabilistic assessment of shipping and estimation of likely anchor penetration depth relative to seabed geology and shipping activity. Conservative approach to be taken with regard to unknown factors (e.g. number of smaller vessels without AIS). Risk is inherently lower for array cables as they are within the wind farm boundary.  Determination of appropriate cable burial depths to provide adequate protection.	2	B	L	

GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables										<div>GLOBAL MARITIME</div>
Project Number:	PRJ111361		Project Name:			Dogger Bank South Offshore Wind Farm Array Area				
GRR Review Date:	07/07/2023		Project Manager:			Matthew Laing				
			Risk Evaluation				Risk Evaluation			
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level	
2	Fishing	Fishing activities can result in direct damage to exposed or insufficiently buried cables by fishing gear snagging on the cable. Also (greater) risk to the fishing vessel in the event of a snagging incident.  Fishing vessels account for a proportion of the traffic in the area.	2	C	M	Assessment of likely fishing gear penetration based on identified fishing types relative to seabed geology and recommendation of burial to sufficient depth to afford adequate protection.  Ongoing monitoring of fishing activity and methods as part of IMR regime.  Identification of new cables on nautical charts / fishermen awareness initiatives.	2	B	L	
3	Fishing - future variations in equipment	Fishing methods and equipment could vary with time resulting in increased risk to the cables.	2	C	M	Ongoing monitoring of fishing activity and methods as part of IMR regime.  The risk to the cables should be reassessed if there is a significant change in fishing activities which results in greater penetration of fishing equipment into the seabed. If necessary, mitigation actions to be taken (deeper burial, rock dump, fishing exclusion zones, etc.).  Given the increased vessel running costs of deeper penetrating fishing gear (higher towing force), increase in this factor is considered unlikely, however it is possible that the locations of fishing grounds will change in future.	2	B	L	
4	On-bottom Stability	Water depth and metocean conditions influence cable on bottom stability (abrasion / fatigue effects on surface laid cables, which could be exacerbated by the uneven seabed surface in areas of outcropping rock or sand waves).	2	B	L	Cables are planned to be buried for the entirety of the route. Where burial may not be possible, and alternative method of cable protection is to be considered.	2	A	L	

GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables									
Project Number:	PRJ111361		Project Name:		Dogger Bank South Offshore Wind Farm Array Area				
GRR Review Date:	07/07/2023		Project Manager:		Matthew Laing				
			Risk Evaluation				Risk Evaluation		
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level
5	Dredging / Dumping	Dredging activity can result in direct damage to cables as well as exposure of buried cables or reduction in burial, increasing risk to primary hazards such as shipping or fishing. Over-burial by dumping, can result in exceeding cable thermal / physical design parameters.	2	B	L	Consultation with dredging licence holders, as required.  Identification of new cables on nautical charts / implementation of exclusion zones for dredging / dumping activity.	2	A	L

## APPENDIX B   DRAWINGS

## APPENDIX C   CBRA ALIGNMENT CHARTS

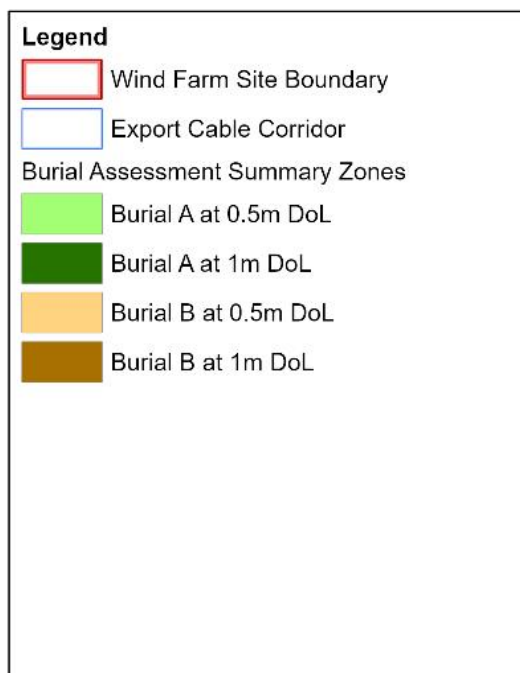
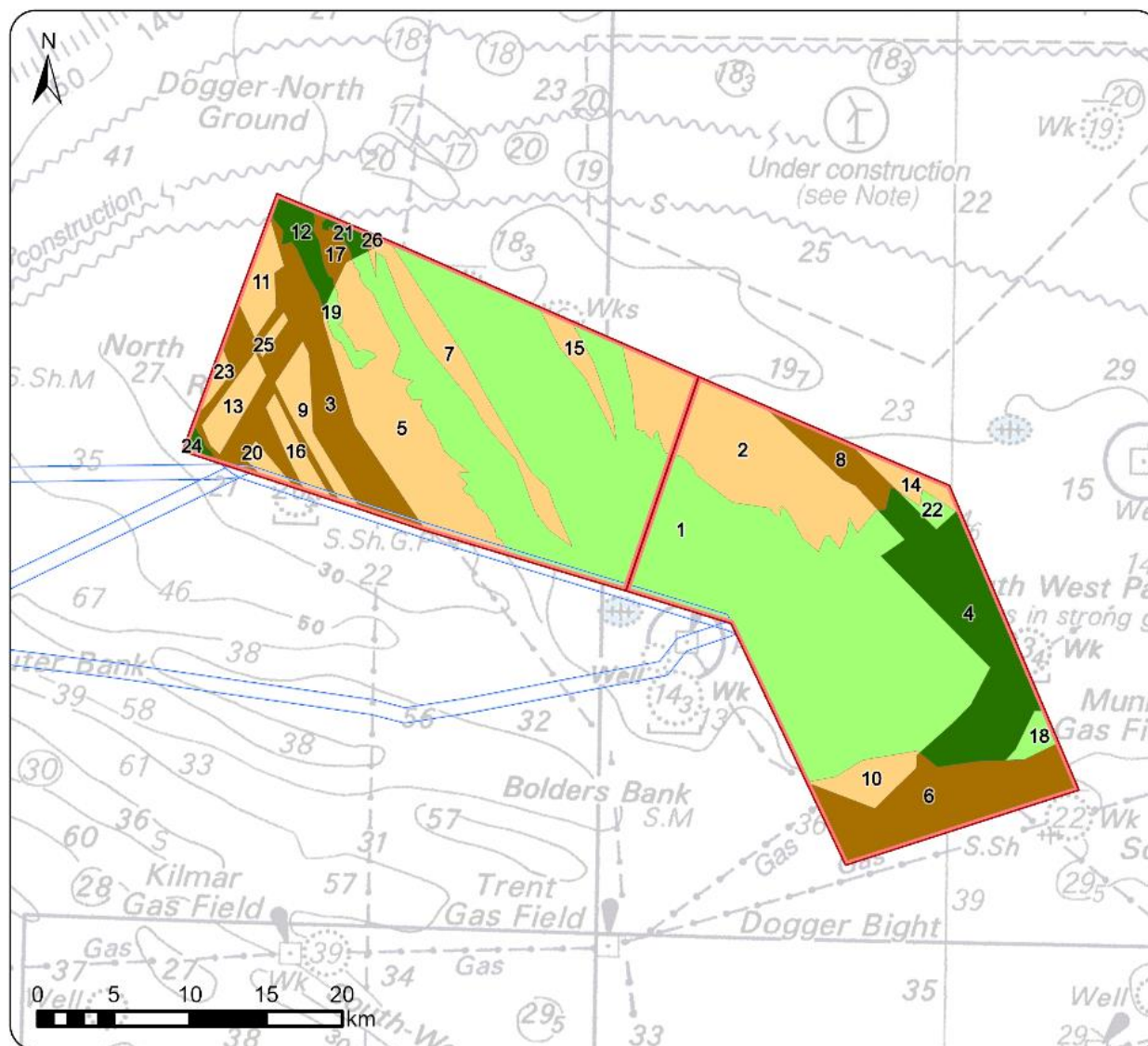


## APPENDIX D BAS TABLES

Zone No.	Area (km²)	Water Depth (mLAT)		Target DoL (m)	Upper Layer Soil Type	Model Upper Unit Code	Lower Layer Soil Type	Model Lower Unit Code	Burial Method Suitability			Burial Class	Key Risks in Zone	Comments
		Min	Max						Jetting	Ploughing	Mechanical Cutting			
1	453.291	-39.0	-15.0	0.5	Medium Dense Sand	S2	Dense Sand	S3	Suitable	Possible	Not Suitable	A	Gravel is present in many parts of this zone, which will cause reduced jettability. Dense Sands could reduce plough progress.	Shell fragments and organic material found in geotechnical samples DBSW-005-BH-A, DBSE-009 BH, DBSE-010-BH and grab sample ST110.
2	87.974	-27.5	-18.2	0.5	Loose Sand	S1	High Strength Clay	C5	Suitable	Suitable	Possible	B	Gravels and High strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Some regions of Gravelly Sand and shell fragments found in grab samples ST072, ST057
3	77.867	-41.2	-27.7	1	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand and shell fragments found in grab samples ST080, ST063
4	75.657	-36.0	-14.8	1	Medium Dense Sand	S2	Dense Sand	S3	Suitable	Possible	Not Suitable	A	Dense Sands could reduce plough progress. Some regions of gravelly Sand	Some regions of Gravelly Sand at surface.
5	70.239	-38.5	-26.6	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface. Shell fragments found in grab samples ST119, ST109, ST081
6	62.447	-38.8	-29.1	1	Medium Strength Clay	C4	High Strength Clay	C5	Possible	Suitable	Possible	B	High strength clay, may reduce jettability, reducing progress rates	Gravelly Sand at surface. Shell Fragments found in grab sample ST012
7	26.6	-37.0	-24.3	0.5	Loose Sand	S1	High Strength Clay	C5	Suitable	Suitable	Possible	B	Gravels and High strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface. Shell fragments found in geotechnical sample DBSW-004-BH, and grab samples ST120, ST051
8	14.152	-26.5	-19.9	1	Loose Sand	S1	High Strength Clay	C5	Suitable	Suitable	Possible	B	High strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Some regions of Gravelly Sand at surface. Shell fragments found in grab sample ST074
9	13.27	-38.0	-29.3	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
10	12.922	-39.1	-33.0	0.5	Medium Strength Clay	C4	High Strength Clay	C5	Possible	Suitable	Possible	B	High strength clay may reduce jettability, reducing progress rates	Gravelly Sand at surface.
11	11.843	-41.8	-35.3	0.5	Loose Sand	S1	Very HighStrength Clay	C6	Suitable	Suitable	Possible	B	Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
12	11.558	-39.7	-29.1	1	Loose Sand	S1	Dense Sand	S3	Suitable	Suitable	Not Suitable	A	Dense Sands could reduce plough progress	Some regions of Gravelly Sand at surface.
13	10.522	-38.6	-29.5	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
14	8.799	-25.1	-18.7	0.5	Loose Sand	S1	High Strength Clay	C5	Suitable	Suitable	Possible	B	Gravels and High strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface. Shell fragments found in grab sample ST075
15	8.647	-31.3	-17.6	0.5	Loose Sand	S1	High Strength Clay	C5	Suitable	Suitable	Possible	B	Gravels and High strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Some regions of Gravelly Sand at surface.
16	7.697	-36.7	-26.8	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
17	5.679	-37.6	-31.0	1	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
18	5.499	-34.3	-19.7	0.5	Medium Dense Sand	S2	Dense Sand	S3	Suitable	Possible	Not Suitable	A	Dense Sands could reduce plough progress. Gravels may reduce jettability.	Some regions of Gravelly Sand at surface.

19	4.795	-37.3	-30.7	0.5	Loose Sand	S1	Dense Sand	S3	Suitable	Suitable	Not Suitable	A	Dense Sands, if present in burial profile, contain gravel and could reduce jettability and plough progress.	Shell fragments and organic material found in geotechnical sample DBSW-003-BH
20	3.598	-34.1	-29.5	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
21	3.543	-36.5	-27.5	1	Medium Dense Sand	S2	Dense Sand	S3	Suitable	Possible	Not Suitable	A	Dense Sands could reduce plough progress. Gravels may reduce jettability.	Some regions of Gravelly Sand at surface.
22	3.49	-21.6	-18.5	0.5	Medium Dense Sand	S2	Dense Sand	S3	Suitable	Possible	Not Suitable	A	Dense Sands could reduce plough progress	Small region of Gravelly Sand at surface.
23	3.302	-37.1	-32.8	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
24	2.342	-34.2	-24.4	1	Loose Sand	S1	Dense Sand	S3	Suitable	Suitable	Not Suitable	A	Dense Sands could reduce plough progress. Gravels may reduce jettability.	Gravelly Sand at surface.
25	1.862	-39.6	-34.4	0.5	Loose Sand	S1	Very High Strength Clay	C6	Suitable	Suitable	Possible	B	Gravels and Very high strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.
26	1.181	-36.4	-31.0	1	Loose Sand	S1	High Strength Clay	C5	Suitable	Suitable	Possible	B	Gravels and High strength clay, if present in burial profile, may reduce jettability, reducing progress rates	Gravelly Sand at surface.

# DBS Lease Area - BAS Zones Map



## APPENDIX E DATA PACK

## Appendix B

### **Dogger Bank South ECR – Preliminary Cable Burial Risk Assessment and Installation Report V2 (update February 2025)**

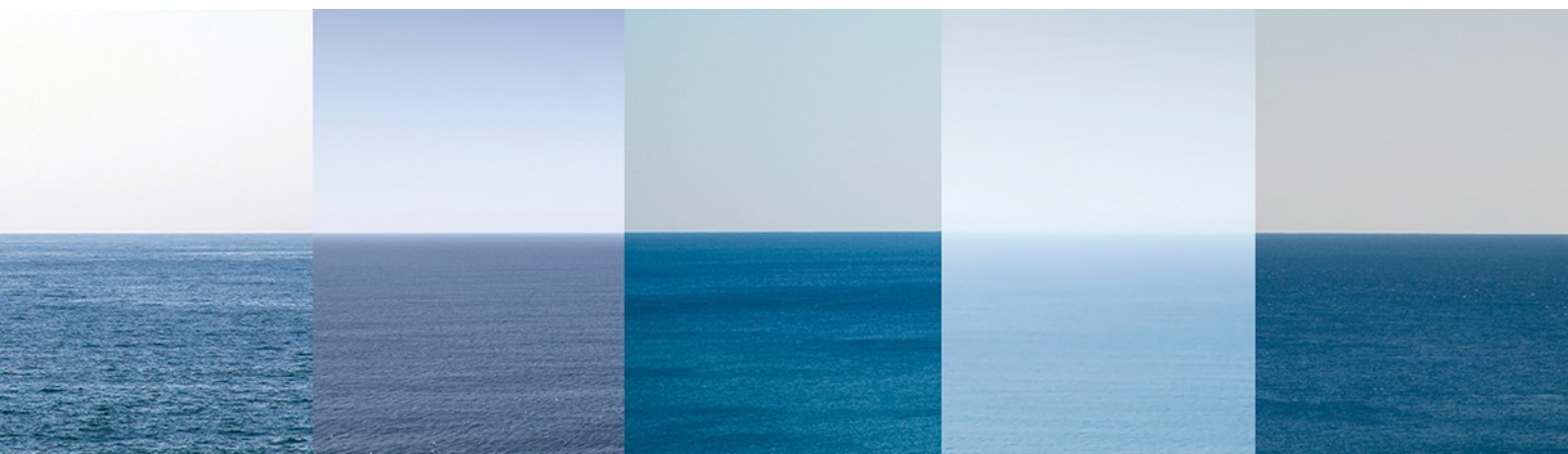


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# Dogger Bank South ECR

## Cable Burial Risk Assessment and Installation Report

For RWE Renewables UK

GM-PRJ111361-GEO-RP-0001      004626108-05

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06	Numerous	Numerous	For Comments as included in Comment Register

## DOCUMENT HOLD RECORD

Section(s)	Page(s)	Brief Description of HOLD

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Global Maritime Consultancy Ltd.  
2nd Floor  
43 Worship Street  
EC2A 2DX London  
United Kingdom  
T +44 203 465 2500 F  
www.globalmaritime.com



## 1. SUMMARY

On behalf of RWE, Global Maritime have conducted a full CBRA and BAS study for both the Export Cable Route (ECR) and Inter-Array Cables (IAC) for the Dogger Bank South offshore wind farm. This document (004626108-04) focuses on the ECR, details the assessment of the geophysical and geotechnical survey data, including its suitability for application to the CBRA process; and both the CBRA and BAS results. Finally, based on the results of these works, a recommended method for cable installation and protection is provided. The comparable study for the array area is available under the separate document 4626111-02.

A ground conditions assessment has been performed to determine the geological layers of the seabed within the export cable route. This assessment found that the majority of the routes could be classified into sand and sand with gravel, with several areas of large sand dunes traversed. In some areas, the mobile sands lie over subcropping clays, glacial till or bedrock consisting of chalk, sandstone and mudstone. The results presented in Fugro's ECR Geological Ground Model Report formed the basis of all geological unit classification, and the associated survey data and deliverables provided their spatial definition.

A Stable Seabed Level has been calculated, based on a single bathymetric survey from 2022. The resultant SSBL provides an indicative level, below which seabed geology is unlikely to be impacted by short- or medium-term seabed mobility. The SSBL output from this workflow represents a snapshot only, based on available bathymetric data, and does not account for forward modelling at this stage. Rates and directions of mobility should be confirmed through repeat bathymetric survey combined with a comprehensive morphodynamics study.

Global Maritime's optimised CBRA method was applied with modelled post-windfarm installation vessel traffic to analyse the anchor strike risks to the cable and propose target burial depths along each RPL to minimise the risk to acceptable levels whilst also maintaining practical burial depths along each cable route. These burial depths vary along each cable route, due to the changes in soil properties along the cable route along with the density of modelled vessel traffic. The proposed burial depths and risk profile for each cable is detailed in the alignment charts within this report. The routes engineered by GM for cables B and C were used as the basis for the calculation and presentation of the CBRA and BAS results.

## 2. INTRODUCTION

### 2.1 Project Description

RWE Renewables UK Ltd. (RWE) are developing the Dogger Bank South (DBS) site located in the central North Sea. The DBS project is located to the southwest of the wind farms currently under development on the Dogger Bank. The DBS site consists of two adjacent sites, DBS East, and DBS West, and has a potential total installed capacity of 3 gigawatts (GW).

Global Maritime have executed an update to the Cable Burial Risk Assessment (CBRA) and Burial Assessment Study (BAS) works for the offshore export cables for the DBS site as detailed in RWE's scope of work document (Ref. 1). This report builds on the previous revision issued by GM and includes the additional information available from the updated Fugro Ground Model Report following completion of the export cable route geotechnical survey.

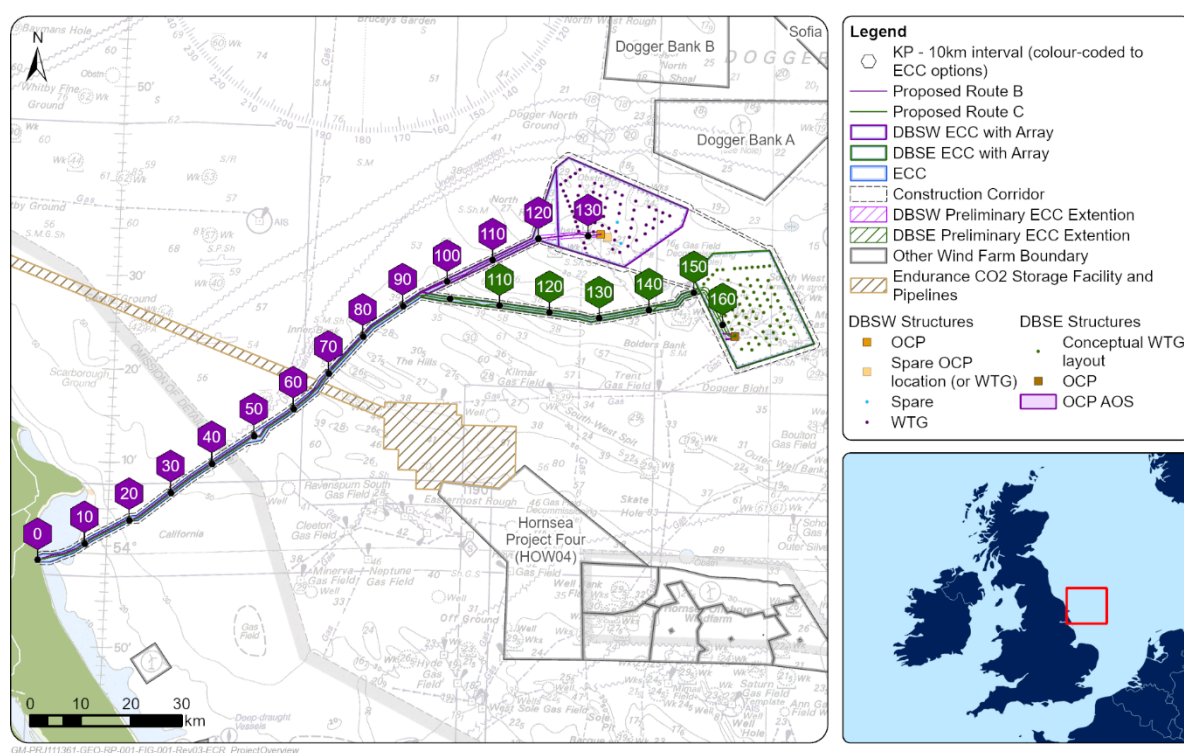


Figure 1: Project Overview

## 2.2 Purpose of Report

The purpose of this report is to present the results of the CBRA and BAS completed by Global Maritime for the DBS export cable routes. The export cable routes have been refined to two options, connecting to the DBS East and DBS West sites respectively.

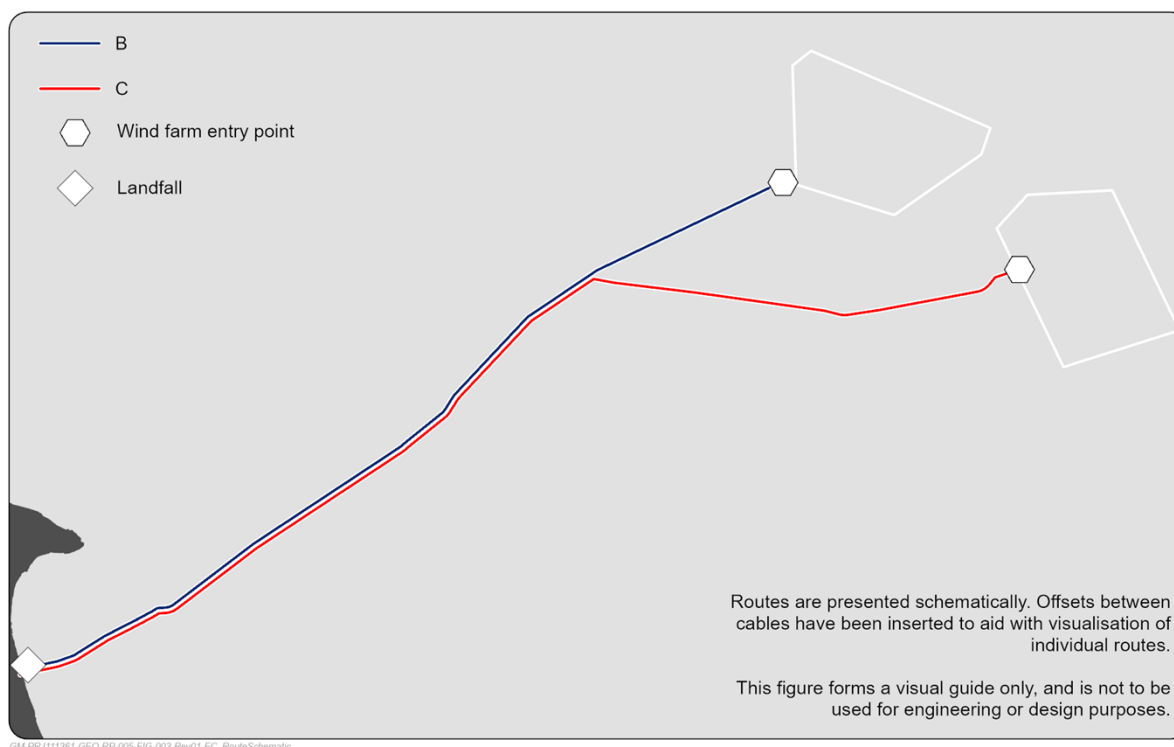


Figure 2: Route Option Schematic

The following works have been completed and results detailed within this report for each route option:

- Data review and gap analysis of all provided site data
- Review of the site conditions within the offshore export cable corridor
- Cable Burial Risk Assessment (CBRA)
- Burial Assessment Study (BAS)

## 2.3 Cable Nomenclature

The cable routes used in this report have been engineered by GM as part of the Export Cable Routing Study Report (Ref. 10), and are based on two options of an initial five routes provided to GM as a result of route option down-selection by RWE during the course of the project. Routes B and C have been selected to connect DBSW and DBSE respectively to shore, as shown in Figure 1. The initial route options are illustrated in Figure 3.

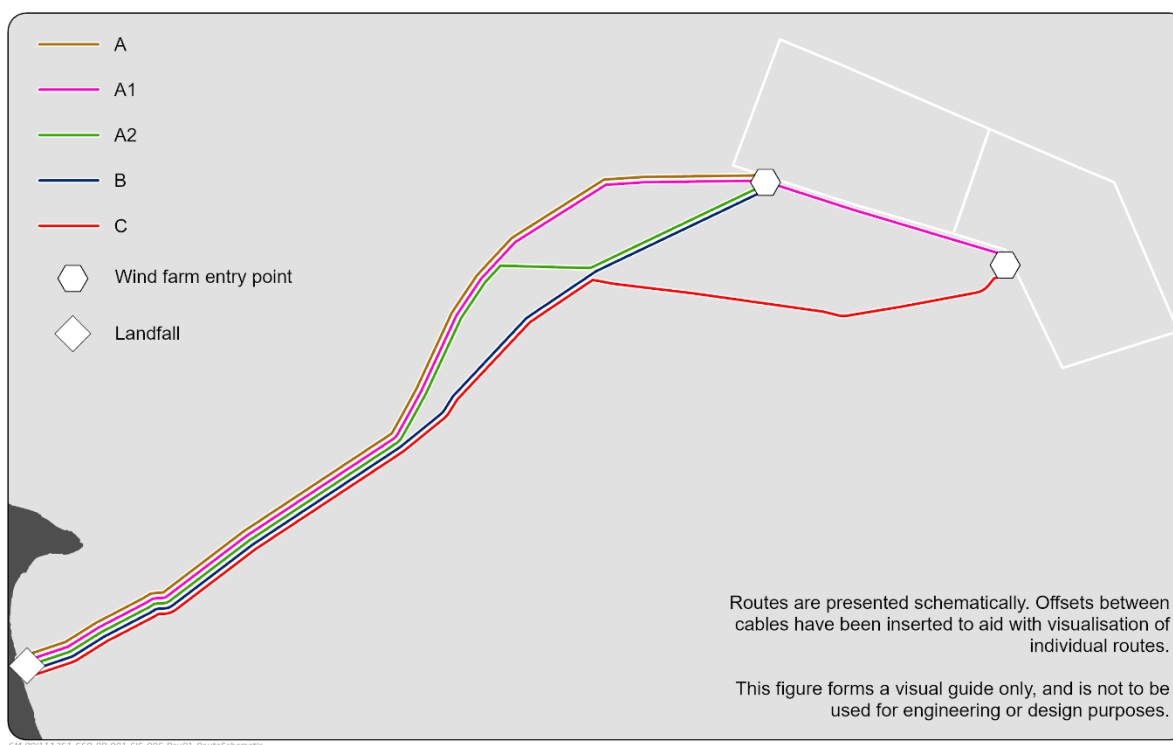


Figure 3: Initial cable route options schematic

## 2.4 Abbreviations

Table 1: Table of Abbreviations

Abbreviation	Description
AIS	Automatic Identification System
BAS	Burial Assessment Study
BERR	Department for Business, Enterprise and Regulatory Reform
BSF	Below Sea Floor
CBRA	Cable Burial Risk Assessment
CFE	Controlled Flow Excavation
DBS	Dogger Bank South
DEM	Digital Elevation Model
DOB	Depth of Burial
DOC	Depth of Cover

Abbreviation	Description
DOL	Depth of Lowering
DNV	Det Norske Veritas
DSM	Digital Surface Model
DTM	Digital Terrain Model
DWT	Dead Weight Tonnage
ECR	Export Cable Route
ECC	Export Cable Corridor
GIS	Geographic Information System
GM	Global Maritime
GW	Gigawatts
ICPC	International Cable Protection Committee
KP	Kilometre Post
KPF	Kilometre Post From
KPT	Kilometre Post To
LA	Lease Area
LARS	Launch and Recovery System
LAT	Lowest Astronomical Tide
MBES	Multibeam Echosounder
MFE	Mass Flow Excavation
OSP	Offshore Platform
ROV	Remotely Operated Vehicle
RPL	Route Position List
SBP	Sub-Bottom Profiler
SRI	Subsea Rock Installation
SSBL	Stable Seabed Level
SSS	Side Scan Sonar
TSV	Trenching Support Vessel
UHC	Ultimate Holding Capacity

Abbreviation	Description
2DUHRS	Two-Dimensional Ultra-High Resolution Seismic

## 2.5 Geodetic Parameters

The following geodetic parameters, unless specified otherwise, have been used throughout this report.

Table 2: Geodetic Parameters

Reference	Description
Datum	WGS 1984
Projection	UTM Zone 31N
Vertical Reference	Lowest Astronomical Tide (LAT)

## 2.6 Units

All distance and depth units within this report are measured in metres, unless stated otherwise.

Dates are given in dd/mm/yyyy format.



### 3. DATA REVIEW AND GAP ANALYSIS

#### 3.1 Data Sources

The below project specific data:

- 1) RWE, Submarine Cable Burial Risk Assessment Specification, Dogger Banks South Offshore Wind Farms CBRA Update 2024, Doc. No. 004485369-02, Rev. 02. CBRA/BAS Update & Additional Work Packages, May 2024.
- 2) Fugro, DBS WPM2 WPM3 ECR Seafloor and Shallow Geological Results Report, Dogger Bank South Offshore Wind Farm, UK, North Sea, Doc. No. 004267912-03, Rev. 03, March 2023.
- 3) Fugro, DBS WPM1 Array Area Seafloor Results Report, Dogger Bank South Offshore Wind Farm, UK, North Sea, Doc. No. 004267910-03, Rev. 03, May 2023.
- 4) Fugro, Offshore Export Cable Route Ground Model, Dogger Bank South Offshore Wind Farm, UK, North Sea, Doc. No. 005110136-02, Final Copy, June 2024.
- 5) MarineSpace, 004688005-01-Marine Space - Dogger Bank South Background Review: Bed mobility & Thermal Environment, Version 1, January 2023.
- 6) RWE, Export cable corridor centrelines. File references: UK\_DBS\_ECC\_Centreline\_Line\_Route\_B\_li\_WGS84\_31N\_v0.shp, UK\_DBS\_ECC\_Centreline\_Line\_Route\_C\_li\_WGS84\_31N\_v0.shp. Received 6<sup>th</sup> June 2024.
- 7) UltraMap Global Ltd, Historical AIS data for 01/11/2020 – 31/10/2022.
- 8) RWE, Export Cable Corridor (with Array Area Boundaries). File reference: UK\_DBS\_OF\_Export\_Cable\_Corridor\_DBS\_East\_with\_Array\_py\_WGS84\_31N\_v0.shp, UK\_DBS\_OF\_Export\_Cable\_Corridor\_DBS\_West\_with\_Array\_py\_WGS84\_31N\_v0.shp, UK\_DBS\_OF\_Export\_Cable\_Corridor\_WGS84\_31N\_v10.shp. Received 6<sup>th</sup> June 2024.
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### 3.2 Data Review and Gap Analysis

To inform the routing, CBRA, and BAS, Global Maritime were provided with a geophysical data pack from the Fugro 2022 survey (Ref. 2) and provided with a summary of the key information within Fugro's ECR Interim Geological Ground Model Report (Ref. 4). An adequacy review of the provided data for the purposes of this study is provided in Table 3. Commentary and a traffic light assessment are also provided, representing **Adequate**, **Partially Adequate**, and **Inadequate**.

Table 3: Data Adequacy

Data Type	Source	Comment	Adequacy
Project Boundary / RPL	RWE (6), (8), (9)	Boundaries for array areas, export cable corridor options and construction corridor provided in shapefile format.	Adequate
Bathymetry	Fugro (2), (3)	1m resolution MBES bathymetry, covering a 1200m ( $\pm 600$ m) corridor and the array area.	Adequate
Shallow Geology	Fugro (2), (3)	High-resolution SBP and 2DUHRS data	Adequate
Side Scan Sonar	Fugro (2), (3)	High-resolution SSS data with full corridor coverage Targets picked as small as 1m in length	Adequate
Magnetometer	Fugro (2), (3)	Mag targets supplied in shapefile format. Gridded amplitudes provided for available runlines in .flt format.	Adequate
Soil Provinces	Fugro (2) & (3)	High-detail surface sediment classification from SSS backscatter and Multibeam Backscatter interpretation. Subsurface soils interpreted from shallow geophysical data.	Adequate
Seabed features & targets	Fugro (2) & (3)	Natural and anthropogenic targets and features identified by MBES, SSS and Mag.  Suitable for informing recommended installation methodology	Adequate

Data Type	Source	Comment	Adequacy
Geotechnical	Fugro (4)	<p>Acquired offshore geotechnical data available.</p> <p>Detailed Cable Geotechnical Zonation (CGZ) to 3 m BSF provided. Contains detailed overview of geotechnical units, seismostratigraphic units and ground conditions.</p> <p>Updated SBP horizons used in conjunction with CGZ to build full 3D model for CBRA.</p>	Adequate

## 4. SITE CONDITIONS

### 4.1 Bathymetry

The DBS export cable routes run between the landfall located south of Flamborough Head and the southwest boundary of the DBSE and DBSW OWF areas. The bathymetry across the ECR varies from the shore, down to a maximum depth of approximately 69 mLAT within the central portion of the ECR, before the depth shallows again towards the lease area, where the depth reduces to approximately 15 – 20 mLAT.

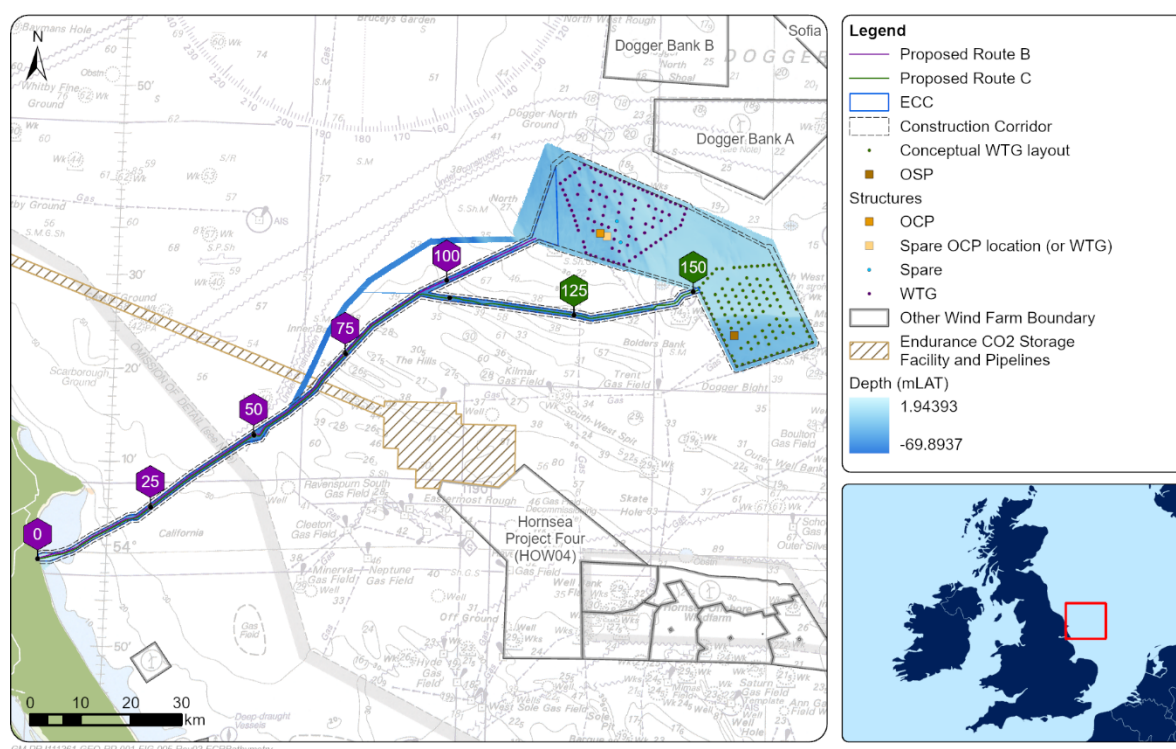


Figure 4: Surveyed Bathymetry (Ref. 2) 3)

The morphology of the seabed within the export cable route is variable and uneven throughout, with primary morphological features in the area framed by the relic pre-Holocene landscape and secondary morphological features characterised by bedforms formed by reworking and redeposition of available material in the present-day shallow marine conditions. Bedforms are sedimentary structures and morphologies produced by a flow of water over seabed sediments. The flow can be periodic (such as in the case of tidal- and wave-induced flow) or unidirectional (such as fluvial or glacial sediment transportation flow, and bottom current circulations).

The southwestern portion of the ECR generally sees the presence of smaller bedforms (up to 0.1m wave height and up to 5m wavelength). The size of the bedforms in the central and offshore sections of the ECR generally increases, and medium, large, and very large bedforms with wave heights of 6m and even up to 15m in certain cases. The large bedforms are present primarily between KP63 and KP101 on route option B and KP63 and KP110 on

route option C. Size classifications are as described in Ashley 1990 (Ref. 21), summarised in Table 4.

Table 4: Subaqueous Dune (sandwave) size classification scheme as defined in Ashley 1990 (Ref. 21)

	<b>Ashley 1990 Subaqueous Dune Classification Scheme</b>			
	<b>Small</b>	<b>Medium</b>	<b>Large</b>	<b>Very Large</b>
<b>Wavelength</b>	0.6-5m	5-10m	10-100m	>100m
<b>Wave Height</b>	0.075-0.4m	0.4-0.75m	0.75-5m	>5m



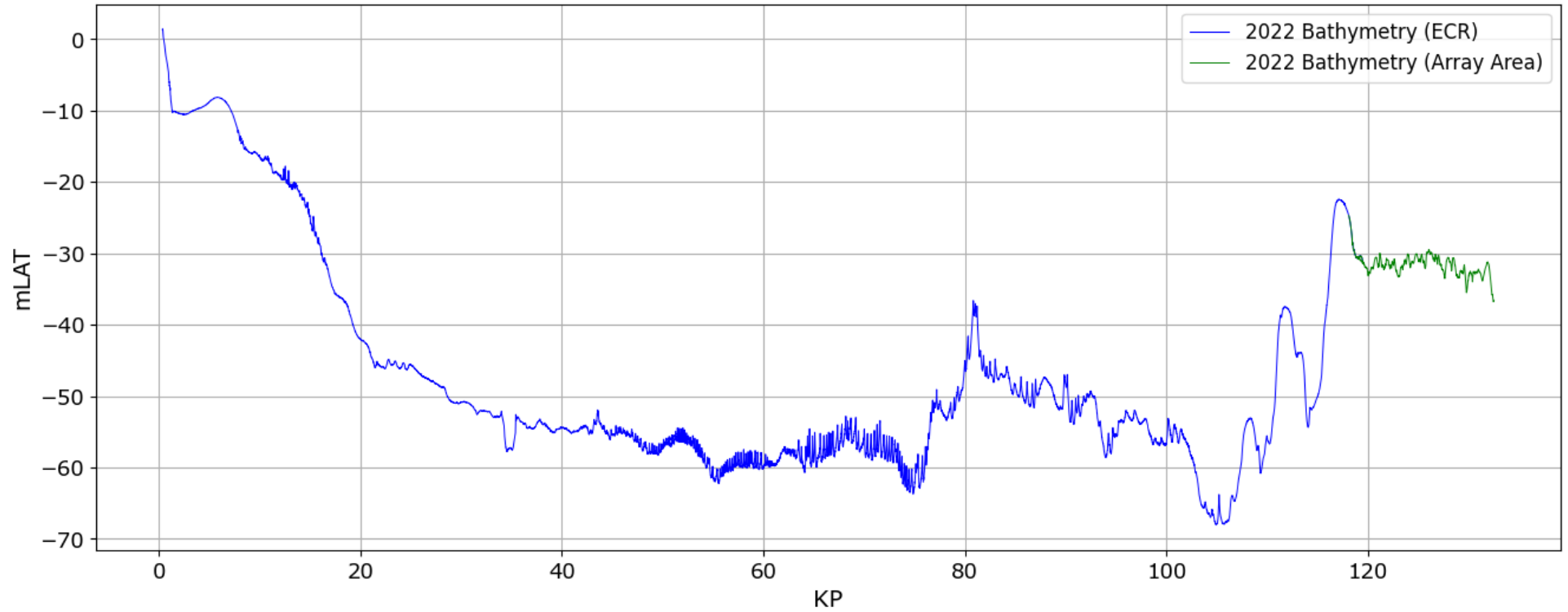


Figure 5: Bathymetric Profile: Route Option B (Ref. 2), 3)

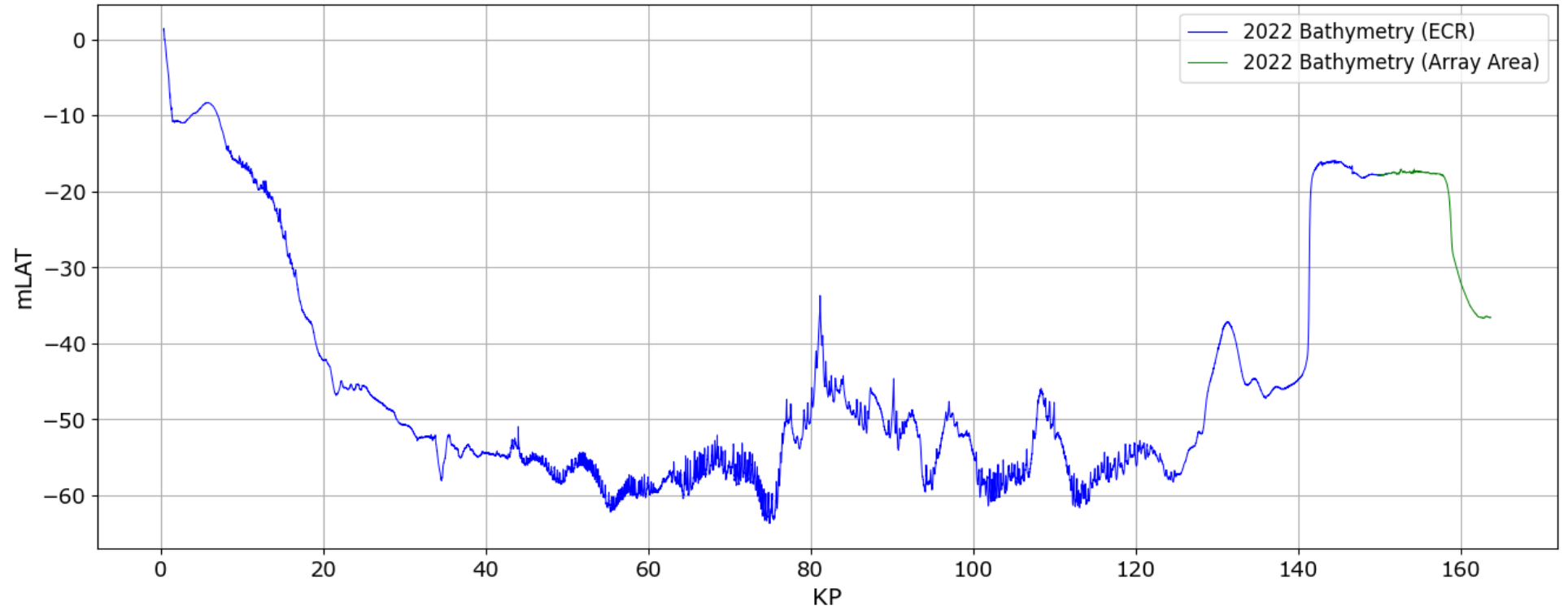


Figure 6: Bathymetric Profile: Route Option C (Ref. 2), 3)

## 4.2 Local Geology

The Dogger Bank forms a bathymetric high within the central North Sea thought to represent a thrust moraine complex formed during the Weichselian glaciation. The ECR running between the lease area and the mainland connects the site to the landfall which lands on the Yorkshire coast, south of Bridlington.

Pleistocene and Holocene sediments are present along the ECR increasing west to east. A thin cover of sediment is present in the west, overlying folded bedrock of siltstone, mudstones and limestones. The western extent of the corridor also features thin sediment cover over cretaceous chalk bedrock, particularly close to shore and approximately 19km to 29km offshore. In the eastern section of the ECR, bedrock is overlain by deltaic, prodelta and marine sediments and locally incised by glacial tunnel valleys and covered by Late Pleistocene sediments. Regional geology is illustrated in Figure 7 and Figure 8.

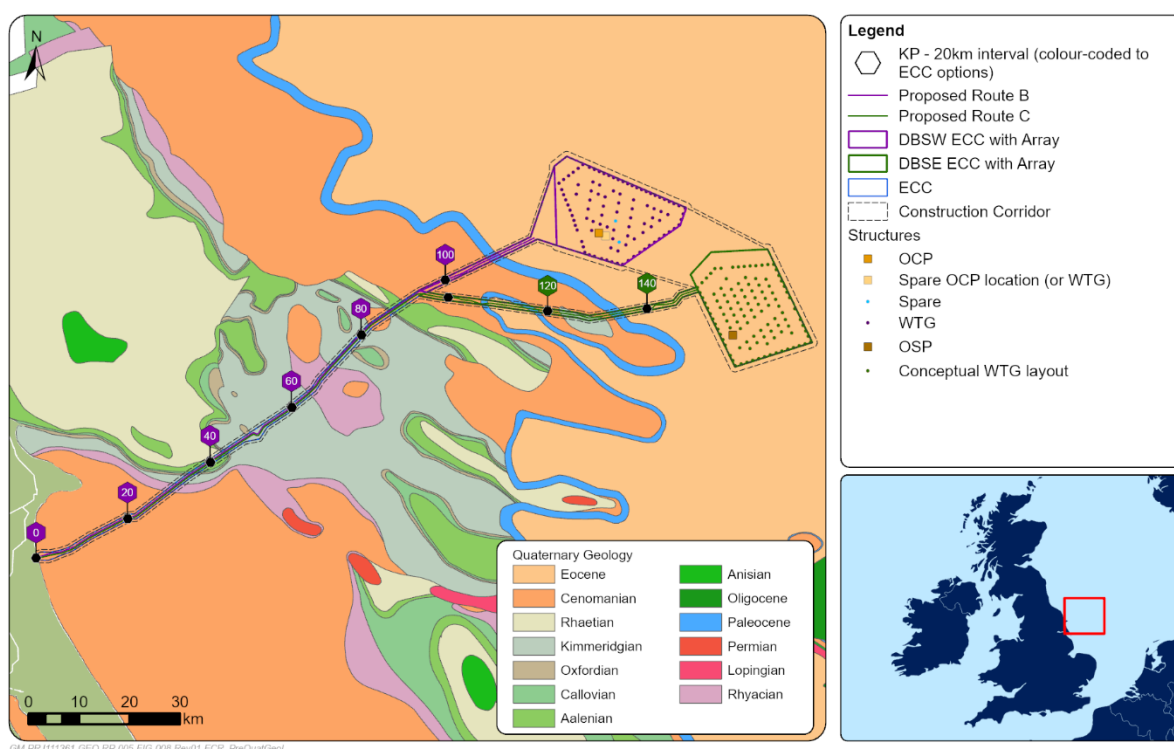


Figure 7: BGS regional geological epoch extents along the export cable routes

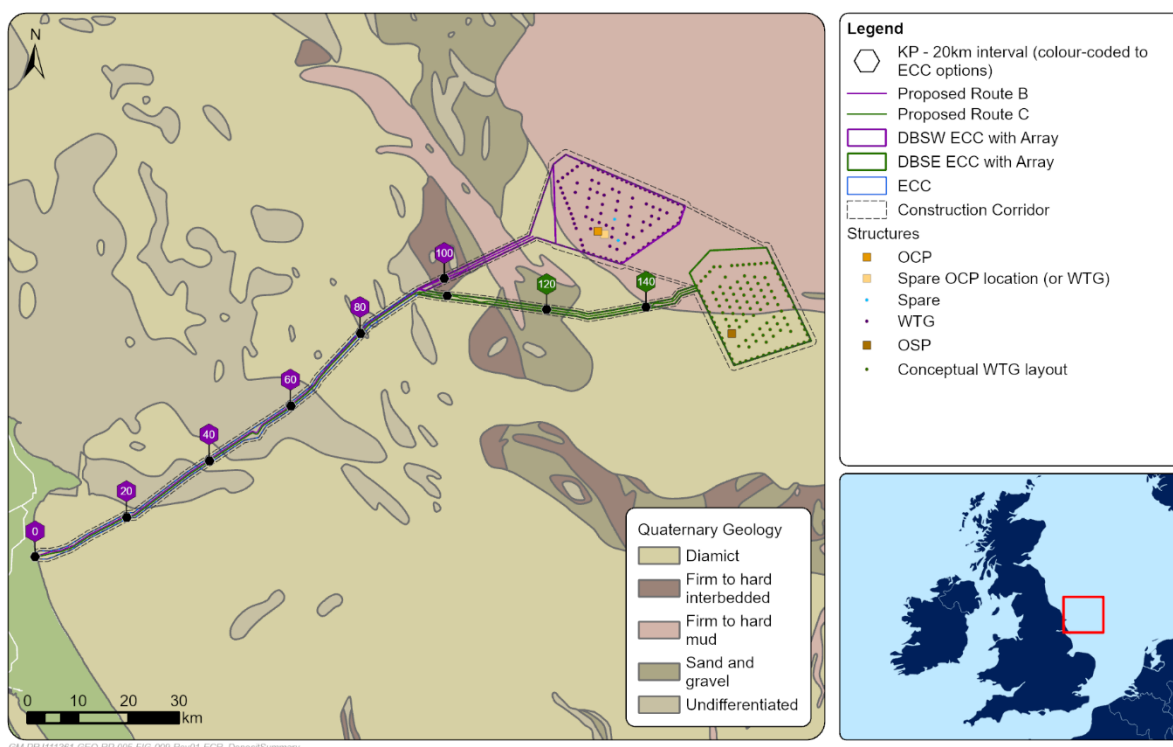


Figure 8: BGS regional soil conditions along the export cable

Sub bottom profiling and 2D Ultra-High Resolution Seismic testing was performed as part of the seafloor and shallow geological surveys performed by Fugro (Ref. 2), 3) and interpretation was performed to identify horizons and seismostratigraphic units along the ECR. In total, 14 horizons were interpreted delineating 9 main seismostratigraphic units and 5 sub-units. Although all units were identified along the ECR, the base of seismostratigraphic units are not always visible on the SBP data. The identified seismostratigraphic units are summarised in the below table and figure.

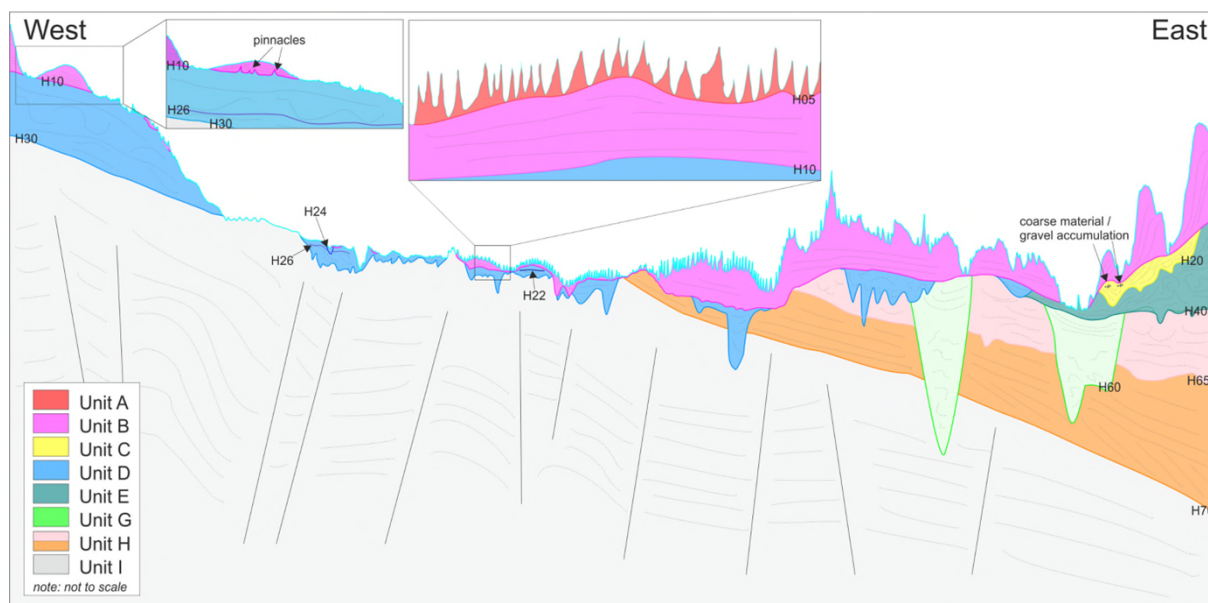


Figure 9: Fugro interpretation and relationship of the stratigraphic units present in the ECR (Ref. 4)

Table 5: Stratigraphic framework and summary of the interpreted seismostratigraphic units along the ECR (Ref. 2)

Unit	Horizon			Seismic Character	Expected Soil Conditions	Formation	Age	Depositional Environment
	Top	Base (Horizon Colour)	Internal Horizons					
A	H00	H05 (red)	-	Surficial layer, acoustically transparent, high amplitude base (i.e., base of seafloor bedforms), locally internal high amplitude point reflections, locally absent or not recognizable	sand, with shells and shell fragments, locally gravelly	Recent	Holocene	Marine
B	H00 H05	H10 (Hot Pink)	-	Stratified, sub-horizontal parallel bedded, medium to high amplitude, grading locally into acoustically transparent character. Locally internal high amplitude point reflections	sand, locally gravelly	Recent sand	Holocene	Marine
C	H00 H05 H10	H20 (Yellow)	-	Stratified, inclined reflections (cross-bedded), low to medium amplitudes, locally grading into acoustically transparent character. Locally internal high amplitude point reflections	sand, locally gravelly	Dogger Bank Fm / Botney Cut Fm	Late Weichselian to Early Holocene	Peri-glacial (glaci-fluvio)
D	H00 H05 H10 H20	H30 (Blue)	H22 H24 H26	Chaotic, to seismically transparent (medium to high amplitudes), irregular to undulating top, internal and base reflectors, locally high amplitude point reflectors (boulders)	till, variable	Bolders Bank Fm	Weichselian	Sub-glacial, peri-glacial
E	H10	H40 (Dark Green)	H39	Stratified and increasingly deformed towards the base	mud with locally beds of sand	Dogger Bank Fm	Weichselian	Deformed glaci-lacustrine
F	H40	H55 (Gold)	-	Low frequency, low amplitude stratification	sand with shells and shell fragments, locally with beds of mud	Eem Fm Egmond Ground Fm	Holsteinian to Eemian	Marine
G	H10 H30 H40 H55	H60 (Green)	-	Valleys with an acoustically transparent to chaotic seismic character	sand and/or mud	Swarte Bank Fm	Elsterian	Glacial valley fill



Unit	Horizon			Seismic Character	Expected Soil Conditions	Formation	Age	Depositional Environment
	Top	Base (Horizon Colour)	Internal Horizons					
H	H30 H40 H55 H60	H70 (Orange)	H65	Low frequency, low amplitude stratification at the base to complex at the top  Marks to the top of bedrock (i.e., folded rock)	Upward coarsening muddy to silty sand	Yarmouth Roads Fm Markham's Hole Fm	Early to Middle Pleistocene	Deltaic and fluvial
I Bedrock	H00 H05 H10 H30 H60 H70	(black)	N/A	This unit is well-stratified and folded	Claystone, Siltstone, Mudstone and Carbonates (chalk)	-	Triassic, Jurassic, Cretaceous	Marine

### 4.3 Geotechnical Units and Integration

Following Geotechnical survey, Fugro has integrated the results into the geophysical data to develop their full ground model. The Ground Model Report describes the integration in detail, including a framework table showing how the geotechnical units are correlated with the seismostratigraphic units. A summarised version of this is provided in Table 6 to provide context for this report.

Table 6: Fugro Ground Model Framework Summary

Seismo-stratigraphic Unit	Geo-technical Unit	Generalised Geotechnical Description	Defining Characteristics
A	1	Very loose to medium dense SAND, locally gravelly	<ul style="list-style-type: none"> <li>Surficial deposit interpreted as mobile sediments. Correlates well with mapped bedforms at seafloor and presence of Seismostratigraphic Unit A;</li> <li>Extensive along ECR;</li> <li>Gravel inclusions locally present at top of unit.</li> </ul>
None	2a	Very loose to medium dense SAND, locally with clay laminations and beds and gravel	<ul style="list-style-type: none"> <li>Surficial deposit identified outside of areas of mobile sediments/mapped bedforms at seafloor where no Seismostratigraphic Unit A is identified;</li> <li>Predominantly present in west of ECR;</li> <li>Gravel inclusions locally present at top of unit.</li> </ul>
None	2b	Extremely low to medium strength CLAY	<ul style="list-style-type: none"> <li>Surficial deposit identified outside of areas of mobile sediments/mapped bedforms at seafloor where no Seismostratigraphic Unit A is identified;</li> <li>Predominantly present in west of ECR</li> </ul>

Seismo-stratigraphic Unit	Geo-technical Unit	Generalised Geotechnical Description	Defining Characteristics
B	3a	Very loose to loose SAND locally with gravel at base	<ul style="list-style-type: none"> <li>• Very low density sand layer within Seismostratigraphic Unit B;</li> <li>• Key characteristic in geotechnical logs – the cone resistance/relative density reading for this unit appears to be as low as zero in several geotechnical locations;</li> <li>• Base of unit is locally gravelly and correlates with H08 horizon;</li> <li>• Predominantly present in mid-east of route on both ECR options B and C</li> </ul>
	3b	Loose to dense SAND	<ul style="list-style-type: none"> <li>• Sand unit within Seismostratigraphic Unit B with a lower relative density compared with Geotechnical Units 3c and 3d, in which it is often present above;</li> <li>• No geographical correlation across ECR options B and C. Occurrence is random</li> </ul>
	3c	Dense to very dense SAND locally with gravel at base	<ul style="list-style-type: none"> <li>• Sand unit within Seismostratigraphic Unit B with a high relative density compared with Geotechnical Units 3b and 3d in which it is often present between;</li> <li>• Average relative density of 85%;</li> <li>• Widespread across ECR options B and C;</li> <li>• Locally gravelly at base</li> </ul>
	3d	Loose to dense SAND	<ul style="list-style-type: none"> <li>• Sand unit within Seismostratigraphic Unit B locally present below Unit 3c where relative density drops back below 65%;</li> <li>• No geographical correlation across ECR options B and C. Occurrence is random;</li> <li>• Locally with clay beds in west towards nearshore</li> </ul>
	3e	Very low to medium strength CLAY	<ul style="list-style-type: none"> <li>• Low strength clay layer present at base of channel identified in geophysical SBP data at geotechnical location DBS_053_CPT/VC</li> </ul>
	3f	Medium dense to very dense SAND	<ul style="list-style-type: none"> <li>• Sand unit within Seismostratigraphic Unit B with a very high relative density of over 100%;</li> <li>• Present at eastern end of ECR option B/C where water depths decrease on Dogger Bank;</li> <li>• Medium dense to very dense at very top of unit</li> </ul>
	3g	Loose to dense SAND with laminae to thin beds of clay and/or pockets of black organic matter/clay	<ul style="list-style-type: none"> <li>• Organic-rich sand unit with evidence of peat;</li> <li>• Located toward nearshore section of ECR;</li> <li>• Correlates well with peat identified/mapped in geophysical SBP data</li> </ul>

Seismo-stratigraphic Unit	Geo-technical Unit	Generalised Geotechnical Description	Defining Characteristics
C	4a	Medium to coarse GRAVEL	<ul style="list-style-type: none"> <li>Gravel deposit which correlates to channel infill labelled as Seismostratigraphic Unit C at the end of ECR option B;</li> <li>Sampled in one VC location only</li> </ul>
	4b	Very dense SAND with gravel layers and gravel inclusions of various lithology including chalk fragments	<ul style="list-style-type: none"> <li>Very dense sand deposit which correlates to channel infill labelled as Seismostratigraphic Unit C at the end of ECR option B;</li> <li>Relative density over 100%</li> </ul>
	4c	High strength CLAY with a dense bed of sand	<ul style="list-style-type: none"> <li>Clay deposit which correlates to channel infill labelled as Seismostratigraphic Unit C at the end of ECR option B;</li> <li>Occurs in one CPT location only</li> </ul>
D	5a	Loose to very dense SAND locally with very thin beds of clay and locally gravelly	<ul style="list-style-type: none"> <li>Sand unit at top of glacial till deposit (Seismostratigraphic Unit D);</li> <li>Highly variable in occurrence and thickness across ECR options B and C;</li> <li>Locally with very thin beds of clay;</li> </ul>
	5b	Extremely low to high strength CLAY	<ul style="list-style-type: none"> <li>Low strength clay unit identified at the top of clays within glacial till deposit (Seismostratigraphic Unit D);</li> <li>No geographical correlation across ECR options B and C. Occurrence is random</li> </ul>
	5c	Medium to very high strength CLAY	<ul style="list-style-type: none"> <li>Most abundant clay unit identified within the glacial till deposit (Seismostratigraphic Unit D);</li> <li>Represents an increase in undrained shear strength compared to Geotechnical Unit 5b, which this unit often sits below. Not as strong as Geotechnical Unit 5d which this unit often sits above;</li> <li>Locally contains interpreted boulders. i.e. Location DBS_010_VC interpreted large boulder of chalk present within Unit 5b</li> </ul>
	5d	High to very high strength CLAY	<ul style="list-style-type: none"> <li>High strength clay unit identified within the glacial till deposit (Seismostratigraphic Unit D);</li> <li>Represents an increase in undrained shear strength compared to Geotechnical Unit 5c, which this unit often sits below</li> </ul>
E	Not Identified along the ECR		
F	Not Identified along the ECR		
G	6a	Dense to very dense SAND with very thin to thin beds of clay	<ul style="list-style-type: none"> <li>Very dense sand unit with undulating CPT trace indicating the presence of thin beds of clay;</li> <li>Locally present in ECR option C only (beyond route split);</li> <li>Correlates well with Seismostratigraphic Unit G</li> </ul>

Seismo-stratigraphic Unit	Geo-technical Unit	Generalised Geotechnical Description	Defining Characteristics
	6b	Extremely high strength CLAY	<ul style="list-style-type: none"> <li>Extremely high strength clay unit;</li> <li>Locally present along ECR option B and C (beyond route split);</li> <li>Correlates well with Seismostratigraphic Unit G</li> </ul>
H	7a	Very dense SAND	<ul style="list-style-type: none"> <li>Very dense sand unit with a relative density of over 100%;</li> <li>Correlates well with Seismostratigraphic Unit H</li> </ul>
	7b	Very high to extremely high strength CLAY	<ul style="list-style-type: none"> <li>Very high strength clay unit;</li> <li>Sampled below 3 m BSF along ECR;</li> <li>Correlates well with Seismostratigraphic Unit H</li> </ul>
	7c	Very dense SAND	<ul style="list-style-type: none"> <li>Very dense sand unit with a relative density of over 100%. Geotechnically very similar to Geotechnical Unit 7a, but stratigraphically present below Geotechnical Unit 7b;</li> <li>Sampled below 4 m BSF along ECR;</li> <li>Correlates well with Seismostratigraphic Unit H</li> </ul>
I	8a	Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (CIRIA grade Dc) (Weathered)	<ul style="list-style-type: none"> <li>Weathered chalk;</li> <li>Correlates well with bedrock identified in geophysical data</li> </ul>
	8b	Competent chalk	<ul style="list-style-type: none"> <li>Competent chalk. Inferred to be present where geotechnical data refused in areas mapped as Upper Cretaceous chalk</li> <li>Correlates well with bedrock identified in geophysical data</li> </ul>
	9a	Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY	<ul style="list-style-type: none"> <li>Weathered mudstone. Limestone not sampled;</li> <li>Correlates well with bedrock identified in geophysical data</li> </ul>
	9b	Competent limestone/ mudstone	<ul style="list-style-type: none"> <li>Competent limestone/mudstone. Inferred to be present where geotechnical data refused in areas mapped as Lower to Upper Jurassic bedrock strata;</li> <li>Correlates well with bedrock identified in geophysical data</li> </ul>

Seismo-stratigraphic Unit	Geo-technical Unit	Generalised Geotechnical Description	Defining Characteristics
	10a	Weathered mudstone recovered as high to ultra high strength CLAY	<ul style="list-style-type: none"> <li>Weathered mudstone. Sandstone not sampled;</li> <li>Correlates well with bedrock identified in geophysical data</li> </ul>
	10b	Competent sandstone/mudstone	<ul style="list-style-type: none"> <li>Competent sandstone/mudstone. Inferred to be present where geotechnical data refused in areas mapped as Middle Jurassic bedrock strata;</li> <li>Correlates well with bedrock identified in geophysical data</li> </ul>

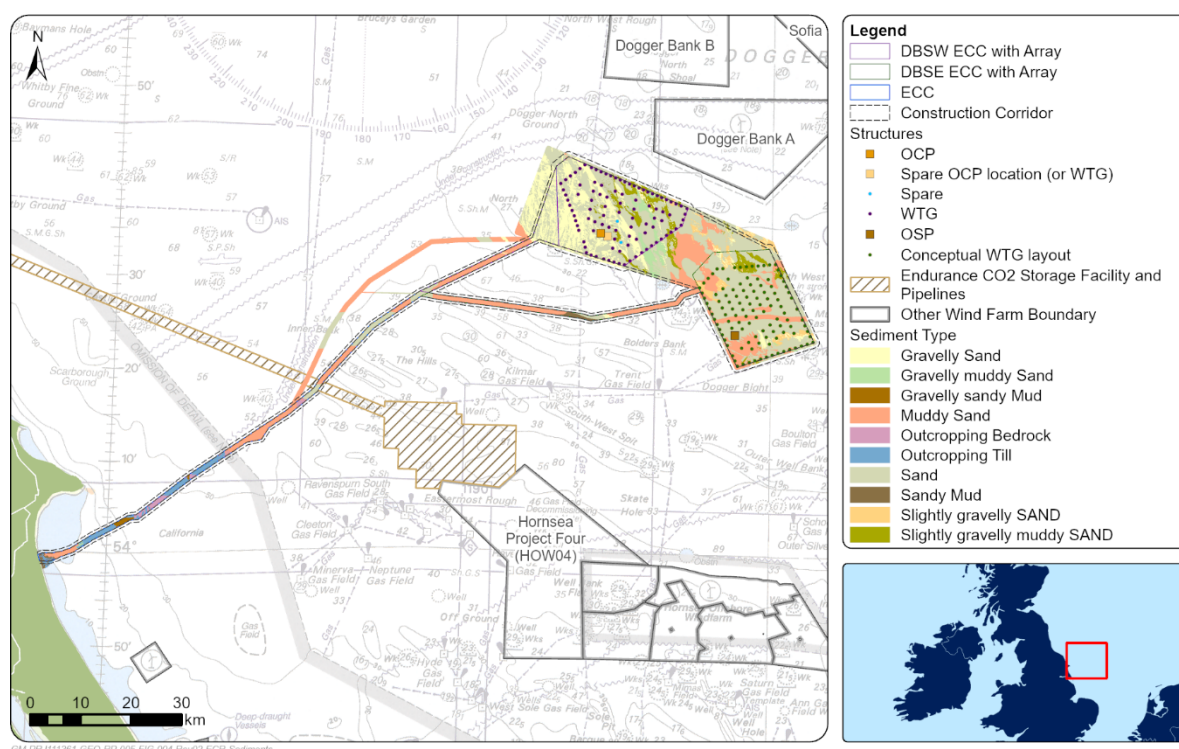


Figure 10: Seafloor Sediments along Cable Routes (Ref. 2), 3)

#### 4.4 Ground Model Zonation

The Fugro ECR Ground Model Report describes the zonation conducted along the ECR, where 'Cable Geotechnical Zones' (CGZ) were assigned based on the ground conditions. The CGZ were defined based on ground conditions to both 3m and 5m, and the 3m zonations are used in this report as a relevant depth of interest for cable burial. 28 CGZ were defined, which could be grouped into 10 main CGZ (summarised below):

- Main CGZ 1 – Mobile sand of Seismostratigraphic Unit A/Geotechnical Unit 1;
- Main CGZ 2 – Dominance of Seismostratigraphic Unit B/Geotechnical Unit 3;
- Main CGZ 3 – Presence of channel deposit of Seismostratigraphic Unit C/Geotechnical Main Unit 4,
- Main CGZ 4 – Presence of both Seismostratigraphic Unit B/Geotechnical Unit 3 and Seismostratigraphic Unit D/Geotechnical Unit 5;
- Main CGZ 5 - Dominance of Seismostratigraphic Unit D/Geotechnical Unit 5;
- Main CGZ 6 – Presence of Seismostratigraphic Unit G/Geotechnical Unit 6;
- Main CGZ 7 – Presence of Seismostratigraphic Unit H/Geotechnical Unit 7;
- Main CGZ 8 – Presence of Chalk bedrock/Geotechnical Unit 8;
- Main CGZ 9 – Presence of Mudstone/Limestone bedrock/Geotechnical Unit 9;
- Main CGZ 10 – Presence of Mudstone/Sandstone bedrock/Geotechnical Unit 10.

The CGZ and corresponding seismostratigraphic and geotechnical units through the 3m below seabed depth are shown in Table 7 below:

Table 7: Geotechnical units and their corresponding seismostratigraphic units defined in Fugro's ECR Ground Model Report

Fugro Ground Model				
CGZ	% Coverage of ECR	Fugro Geotechnical Unit*		
		Upper	Mid	Lower
1	0.2	1	1	1
2a	1.51	3b,3c,3d	3b,3c,3d	3b,3c,3d
2b	36.3	3b,3c,3d	3b,3c,3d	3b,3c,3d
2c	6.24	3f	3f	3f
2d	15.16	3a	3a	3b,3c,3d
2e	0.17	3b,3c,3d	3b,3c,3d	3e
3	0.66	3b,3c,3d	4a,4b,4c	4a,4b,4c
4a	1.16	3b,3c,3d,3g	3b,3c,3d,3g	5a,5b,5c,5d
4b	0.44	3b,3c,3d	5a,5b,5c,5d	5a,5b,5c,5d
4c	5.32	3b,3c,3d	3b,3c,3d	5a,5b,5c,5d
4d	2.68	3a	3a	5a,5b,5c,5d
5a	4.33	5a,5b,5c,5d	5a,5b,5c,5d	5a,5b,5c,5d
5b	7.31	5a,5b,5c,5d	5a,5b,5c,5d	5a,5b,5c,5d
6	0.7	3a,3b,3c,3d	5a,5b,5c,5d	6a,6b
7	1.79	3b,3c,3d	5a,5b,5c,5d	7a,7b,7c
8a	2.87	8a,8b	8a,8b	8a,8b
8b	4.29	5a,5b,5c,5d	8a,8b	8a,8b
8c	0.67	5a,5b,5c,5d	5a,5b,5c,5d	8a,8b

Fugro Ground Model				
CGZ	% Coverage of ECR	Fugro Geotechnical Unit*		
		Upper	Mid	Lower
8d	0.4	3g	5a,5b,5c,5d	8a,8b
9a	2.5	9a,9b	9a,9b	9a,9b
9b	0.4	3b,3c,3d	3b,3c,3d	9a,9b
9c	1.44	5a,5b,5c,5d	5a,5b,5c,5d	9a,9b
9d	1.48	3b,3c,3d	5a,5b,5c,5d	9a,9b
10a	0.4	10a,10b	10a,10b	10a,10b
10b	0.08	10a,10b	10a,10b	10a,10b
10c	0.77	5a,5b,5c,5d	5a,5b,5c,5d	10a,10b
10d	0.59	5a,5b,5c,5d	5a,5b,5c,5d	10a,10b
10e	0.14	3b,3c,3d	5a,5b,5c,5d	10a,10b

*Colour indicates Seismostratigraphic Unit	A	B	C	D	G	H	I(a)	I(b)	I(c)
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#### 4.5 CBRA Ground Model Development

The ground model information provided by Fugro (Ref. 4) was used in Global Maritime's 3D CBRA model, with the zones categorised into two representative geological units for the CBRA modelling procedure. The layers were defined using the soil types and strengths provided by Fugro, and depth BSF for the transition between these units based on the geophysical horizons. This combined approach meant that the soil properties in Fugro's ground model are integrated in GM's CBRA model, whilst ensuring that the model results are spatially accurate in three dimensions. Two layers are used in the CBRA ground model to account for occurrences of mixed soils such as higher strength subcropping units over soft seabed sediments within the burial profile. Further layers could be added, however the effects of multiple thin layers on the resistance to anchor penetration is not comprehensively understood in the industry, and is therefore more complex to model accurately. The two-layer approach aims to reach an equilibrium between model complexity, the available literature on current understanding of anchor behaviour and the significance of the effect on the CBRA results, providing a model as accurate as practicable to be confident in the results of.

GM's CBRA model units are described in Table 8 below, with the conversion from Fugro's ground model units for each CGZ to GM's CBRA model units shown in Table 9. The conversion was based on both the soil descriptions and undrained shear strength ( $S_u$ ) values. The relative densities ( $D_r$ ) of the sand units are also shown however it should be noted that  $D_r$  is simplified in the CBRA model as it does not significantly affect the results.



Table 8: GM CBRA model Geological Units

Unit Code	Soil Description	Su From (kPa)	Su To (kPa)	Dr From	Dr To
S1	Loose SAND	n/a	n/a	0%	35%
S2	Medium dense SAND	n/a	n/a	36%	65%
S3	Dense SAND	n/a	n/a	66%	100%
C1a	Extremely low strength CLAY	1	5	n/a	n/a
C1b	Extremely low strength CLAY	5	10	n/a	n/a
C2	Very low strength CLAY	10	20	n/a	n/a
C3	Low strength CLAY	20	40	n/a	n/a
C4	Medium strength CLAY	40	75	n/a	n/a
C5	High strength CLAY	75	150	n/a	n/a
C6	Very high strength CLAY	150	300	n/a	n/a
C7	Extremely high strength CLAY	300	1000	n/a	n/a

Table 9: Fugro ECR Ground Model Report CGZ zonation, geotechnical units and the corresponding GM CBRA model geological units and Su values. Colouration of the geotechnical unit columns indicates the seismic units described in Table 8.

Fugro Ground Model					GM CBRA Model					
CGZ	% Coverage of ECR	Fugro Geotechnical Unit*			Unit Code		Su (kPa)			
		Upper	Mid	Lower	Upper	Lower	Upper From	Upper To	Lower From	Lower To
1	0.2	1	1	1	S1	S1	n/a	n/a	n/a	n/a
2a	1.51	3b,3c,3d	3b,3c,3d	3b,3c,3d	S2	S2	n/a	n/a	n/a	n/a
2b	36.3	3b,3c,3d	3b,3c,3d	3b,3c,3d	S2	S2	n/a	n/a	n/a	n/a
2c	6.24	3f	3f	3f	S2	S2	n/a	n/a	n/a	n/a
2d	15.16	3a	3a	3b,3c,3d	S1	S2	n/a	n/a	n/a	n/a
2e	0.17	3b,3c,3d	3b,3c,3d	3e	S2	S2	n/a	n/a	n/a	n/a
3	0.66	3b,3c,3d	4a,4b,4c	4a,4b,4c	S2	C5	n/a	n/a	75	150
4a	1.16	3b,3c,3d,3g	3b,3c,3d,3g	5a,5b,5c,5d	S2	C5	n/a	n/a	75	150
4b	0.44	3b,3c,3d	5a,5b,5c,5d	5a,5b,5c,5d	S2	C5	n/a	n/a	75	150
4c	5.32	3b,3c,3d	3b,3c,3d	5a,5b,5c,5d	S2	C5	n/a	n/a	75	150
4d	2.68	3a	3a	5a,5b,5c,5d	S1	C5	n/a	n/a	75	150
5a	4.33	5a,5b,5c,5d	5a,5b,5c,5d	5a,5b,5c,5d	C5	C5	75	150	75	150
5b	7.31	5a,5b,5c,5d	5a,5b,5c,5d	5a,5b,5c,5d	C5	C5	75	150	75	150
6	0.7	3a,3b,3c,3d	5a,5b,5c,5d	6a,6b	S2	C7	n/a	n/a	300	1000
7	1.79	3b,3c,3d	5a,5b,5c,5d	7a,7b,7c	S2	C6	n/a	n/a	150	300
8a	2.87	8a,8b	8a,8b	8a,8b	C7	C7	300	1000	300	1000
8b	4.29	5a,5b,5c,5d	8a,8b	8a,8b	C5	C7	75	150	300	1000
8c	0.67	5a,5b,5c,5d	5a,5b,5c,5d	8a,8b	C5	C7	75	150	300	1000
8d	0.4	3g	5a,5b,5c,5d	8a,8b	C5	C7	75	150	300	1000

Fugro Ground Model					GM CBRA Model					
CGZ	% Coverage of ECR	Fugro Geotechnical Unit*			Unit Code		Su (kPa)			
		Upper	Mid	Lower	Upper	Lower	Upper From	Upper To	Lower From	Lower To
9a	2.5	9a,9b	9a,9b	9a,9b	C7	C7	300	1000	300	1000
9b	0.4	3b,3c,3d	3b,3c,3d	9a,9b	S2	C7	n/a	n/a	300	1000
9c	1.44	5a,5b,5c,5d	5a,5b,5c,5d	9a,9b	C5	C7	75	150	300	1000
9d	1.48	3b,3c,3d	5a,5b,5c,5d	9a,9b	S2	C7	n/a	n/a	300	1000
10a	0.4	10a,10b	10a,10b	10a,10b	C7	C7	300	1000	300	1000
10b	0.08	10a,10b	10a,10b	10a,10b	C7	C7	300	1000	300	1000
10c	0.77	5a,5b,5c,5d	5a,5b,5c,5d	10a,10b	C5	C7	75	150	300	1000
10d	0.59	5a,5b,5c,5d	5a,5b,5c,5d	10a,10b	C5	C7	75	150	300	1000
10e	0.14	3b,3c,3d	5a,5b,5c,5d	10a,10b	S2	C5	n/a	n/a	75	150
*Colour indicates Seismostratigraphic Unit		A	B	C	D	G	H	I(a)	I(b)	I(c)

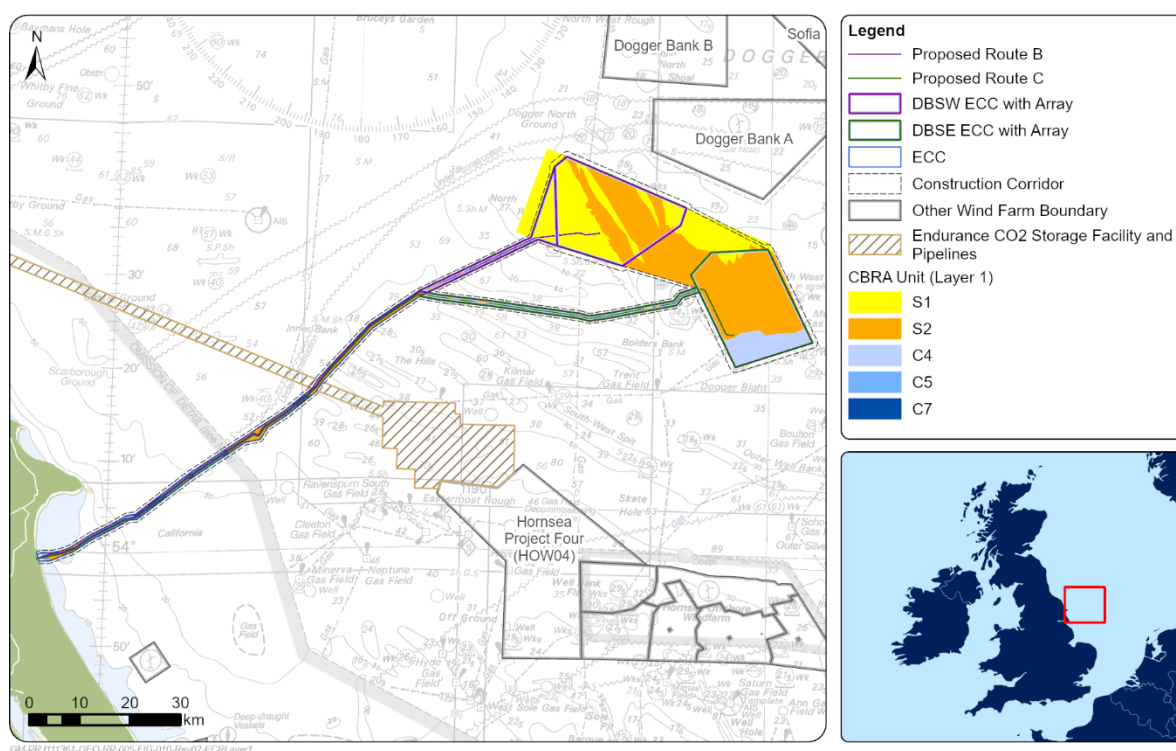


Figure 11: GM CBRA model geological units (layer 1)

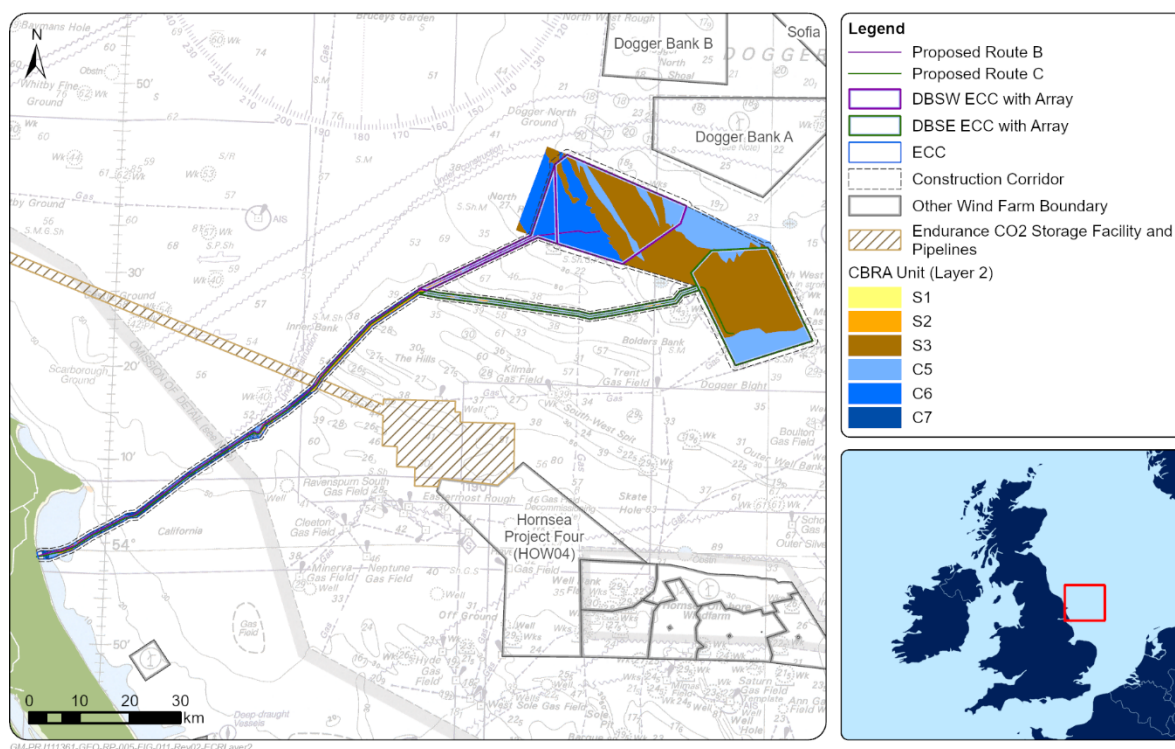


Figure 12: GM CBRA model geological units (Layer 2)

## 4.6 Stable Seabed Level

### 4.6.1 Terminology and Definitions

#### Digital Elevation Models, Digital Terrain Models and Digital Surface Models

A Stable Seabed Level (SSBL) is a form of Digital Elevation Model (DEM), which are in turn defined as “a digital representation of ground surface topography or terrain”. While the term DEM can be used for any representation of terrain as geospatial data, it is generally restricted to the use of a regular grid of elevation values (Ref. 22).

DEMs can be further split into two distinct categories, both of which are applicable to development of a SSBL. Firstly, Digital Surface Models (DSM) are used to represent the earth’s surface including all objects on it. In a marine environment these surface features may include the anthropogenic (wrecks, pipelines) or those related to the natural, physical environment (bedforms, boulders). A DSM captures both natural and human-made features of the environment. Digital Terrain Models (DTM) represent the underlying “bare-earth” terrain, such as channels and ridges, after surface features have been removed.

In the case of SSBL the input bathymetric grid (inclusive of bedforms) can be considered a DSM. The final output SSBL, with bedforms removed, is a DTM.

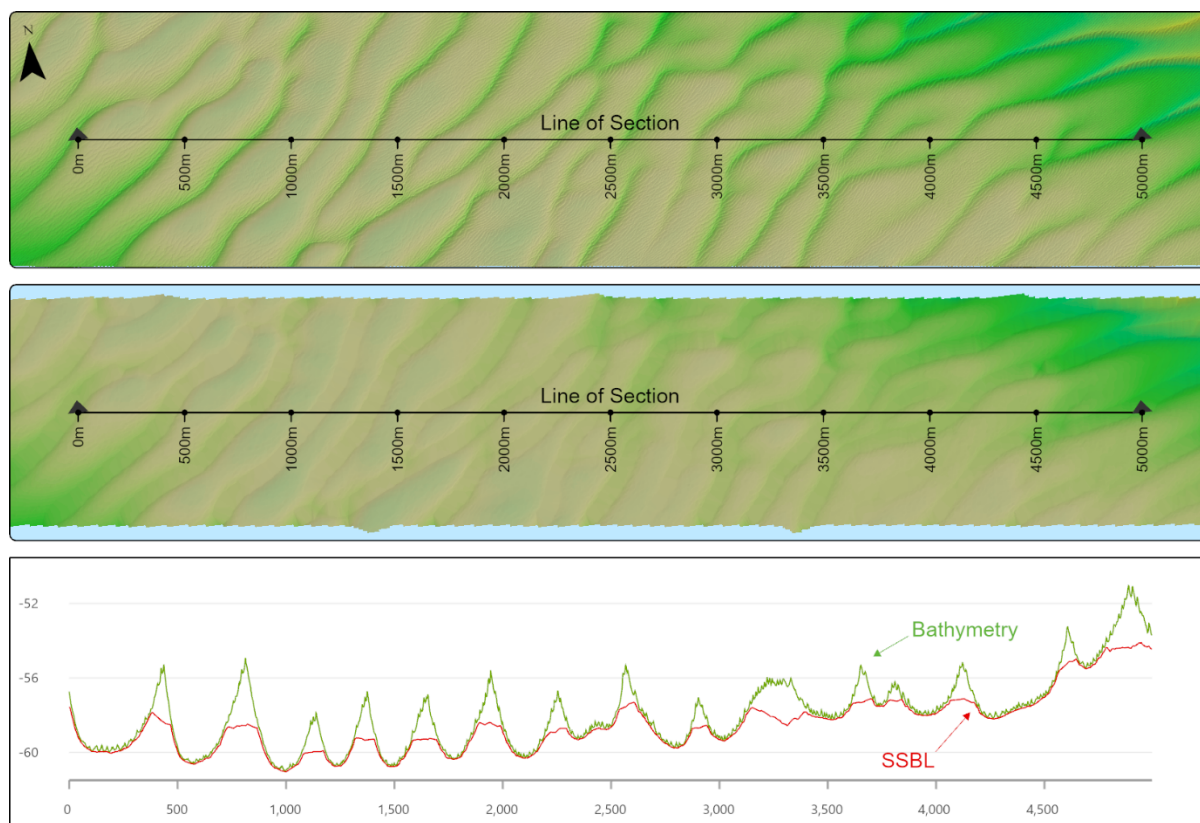


Figure 13: Comparison of Seabed (DSM) and SSBL (DTM) Surfaces – Example of ECC centerline (Option C) from ~KP100.5 to ~KP105.5.

### Stable Seabed Level

A SSBL is a form of DTM, which aims to determine a base of mobile seabed sediments. In its most comprehensive form, an SSBL will factor in temporally disparate, repeat bathymetric surveys, along with long-term morphodynamical modelling, to produce a surface below which seabed will not fall below for the lifetime of the project.

This SSBL is based on a single bathymetric dataset collected in 2022 for both the ECR and array area (Ref. 2), 3). The SSBL output from this workflow therefore represents a snapshot only, based on available bathymetric data, and does not account for forward modelling at this stage. The resultant SSBL should therefore be considered an indicative level, below which seabed geology is unlikely to be impacted by short- or medium-term seabed mobility.

Whilst not a definitive rule, larger bedforms (large sand waves and bars) are typically considered stable, with reconstitution rates often greater than offshore wind farm lifecycles. Calculation of a stable level below all bedforms, irrespective of size, is therefore likely to result in overly conservative estimations of cable burial and/or dredge volumes. The SSBL produced as part of this study aims to remove smaller, superimposed subaqueous bedforms, whilst retaining the deeper sections of larger bedforms. Figure 14 shows a schematic drawing of a train of larger downslope asymmetrical bedforms (flow from left to right), beneath a turbidity current. Ambient water is in blue and the bed in

yellow with arrows indicating internal flow structure of the overriding turbidity current. In this scenario, the upper section of each bedform, including superimposed bedforms, is mobile with deeper material remaining stable (Ref. 27).

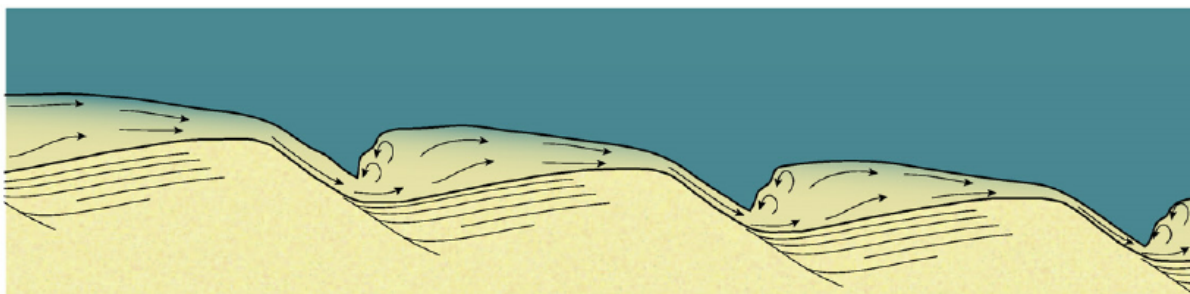


Figure 14: Schematic drawing of a train of downslope bedforms (modified from figure 2 in Ref. 27)

From this model it is possible to identify features which fit a general profile expected in mobile features; however, it is not possible to confirm the rates or directions of migration for any of the features identified. It is also possible that the current SSBL is exceeded by future events. Accuracy and confidence can be improved by incorporating in additional bathymetric surveys; and by integrating full project lifecycle morphodynamical modelling.

#### 4.6.2 Methodology

##### Area of Study

The primary aim of this study is to identify the stable seabed level along export cable routes, and it is along these routes that the charting and reporting focuses. The result is a SSBL surface with full coverage within the extent of the input bathymetric grid.

##### Aggregation of Bathymetry

In the case of DBS, the SSBL is derived from a single, 1m resolution mosaicked bathymetric surface. The resolution of input bathymetry is aggregated to 10m resolution, retaining only the lowest value in each 10x10m cell. Reducing resolution through aggregation allows for identification of only small or medium features. Retaining only the lowest value ensures the resultant SSBL surface will never intersect above the original input bathymetry.



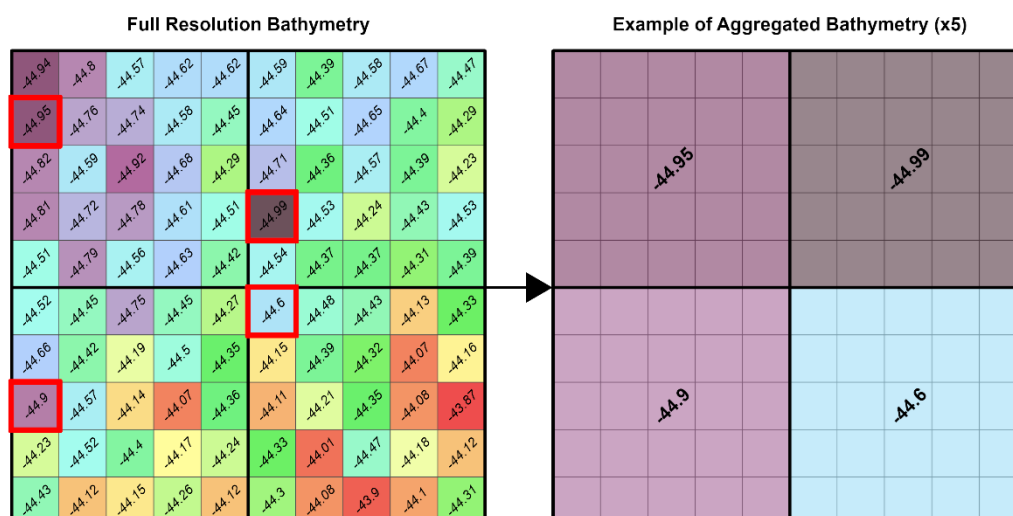


Figure 15: Aggregation based on the Lowest Value

### Identification and Removal of Convex Seabed

The aggregated surface generated in Section 4.6.2 is reclassified into areas of convex and concave seabed based on its curvature. Geometric curvature finds the best fitting (osculating) circle to approximate the shape of a curve at any point. The curvature is the reciprocal of the radius of that circle ( $1/r$ ). A straighter line will be best fit with a larger circle resulting in a smaller curvature, and tighter curved line will be best fit with a smaller circle resulting in a larger curvature (Ref. 24).

Profile curvature affects the acceleration or deceleration of flow across the surface (Ref. 25) and can be visualised as the shape of a profile cross section through the surface (Figure 15). A negative value indicates that the surface is upwardly convex at that cell. A positive profile indicates that the surface is upwardly concave at that cell. A value of zero indicates that the surface is linear.

Profile (normal slope line) curvature is calculated parallel to the direction of the maximum slope within a given neighbourhood, measuring the geometric normal curvature along the slope line. This curvature is typically applied to characterise the acceleration and deceleration of flow down the surface by force of gravity. At higher velocity, water can carry and move larger amounts of material; areas of acceleration become areas of erosion and areas of deceleration become areas of deposition. Profile curvature is therefore considered the most appropriate method to identify bedforms (Ref. 15) and 24).

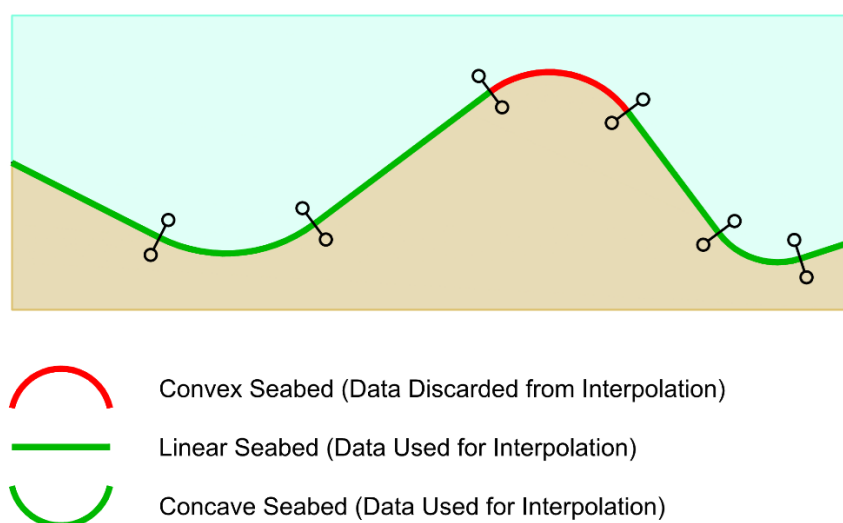


Figure 16: Curvature Radius

### Interpolation

Convex areas are removed from the model, retaining only the 10m aggregated lowest points of the seabed between bedforms. The gaps between bedforms are interpolated using Delaunay triangulation, resulting in a continuous surface lowered below bedforms.

#### 4.6.3 Results

The methodology described in Section 4.6.2 results in two gridded surfaces: one representing the SSBL; and another representing bedform heights, which is calculated by subtracting the original input bathymetry from the SSBL. The SSBL uses the original bathymetry in areas of non-crystalline bedrock, till, and clay, which are considered stable surficial sediments. Both surfaces are available as part of the data pack in Appendix E.3. The SSBL in relation to export cable routes is represented on alignment charts in Appendix C. These charts include burial depths and risk profiles derived from the SSBL as the reference level.

A comparison of bedform heights, SSBL and bathymetry is shown in the series of figures below: both for the export cable routes in their entirety, and for those sections where the most significant features are identified. Rates of mobility for all sizes of features on DBS cannot be confirmed ahead of a comprehensive morphodynamical study, complimented with repeat bathymetric survey; however, GM's experience in the Dogger Bank region suggests that larger bedforms are likely to be non-mobile in relation to offshore windfarm lifecycle timescales, with higher rates of mobility relating to smaller, superimposed bedforms. Figure 21 shows an area of flat seabed superimposed with small bedforms < 1.5 m height, all of which are considered potentially mobile and are removed. Larger bedforms, such as at KP81 (Figure 23), are considered stable and are therefore not removed from the SSBL surface; however, the superimposed, likely mobile, features are.



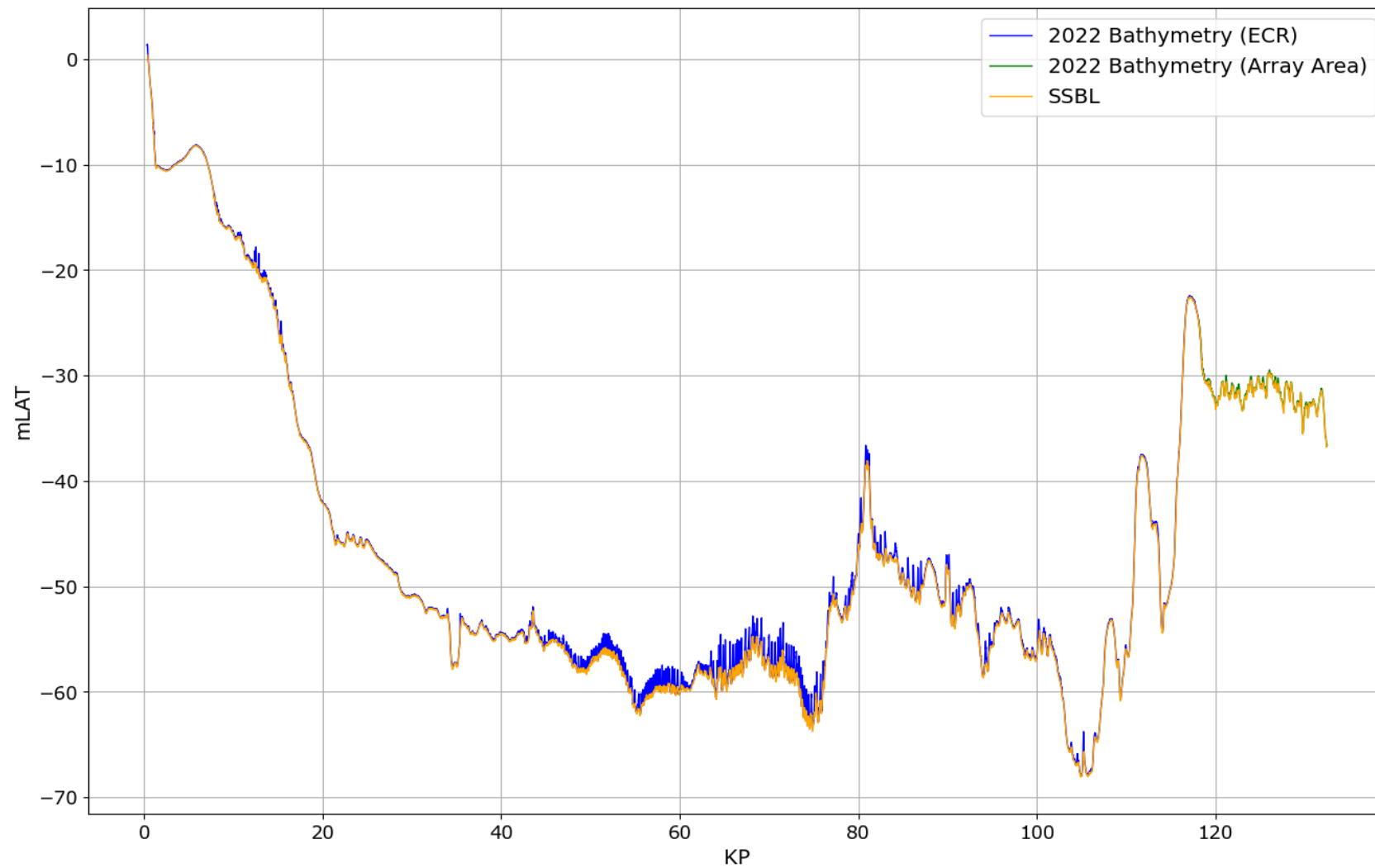


Figure 17: Route B Seabed Delta (SSBL – 2022 Bathymetry)

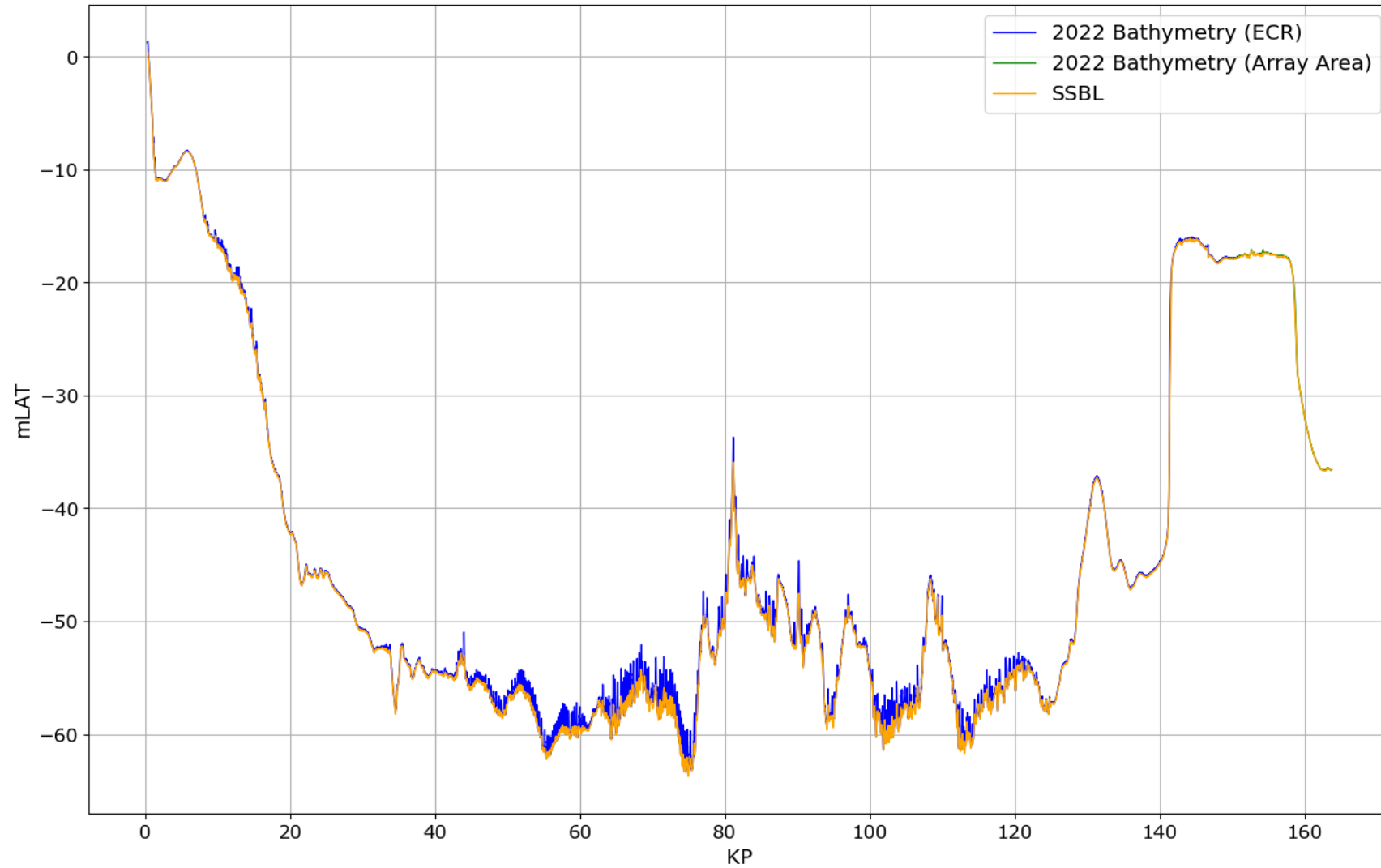


Figure 18: Route C Seabed Delta (SSBL – 2022 Bathymetry)

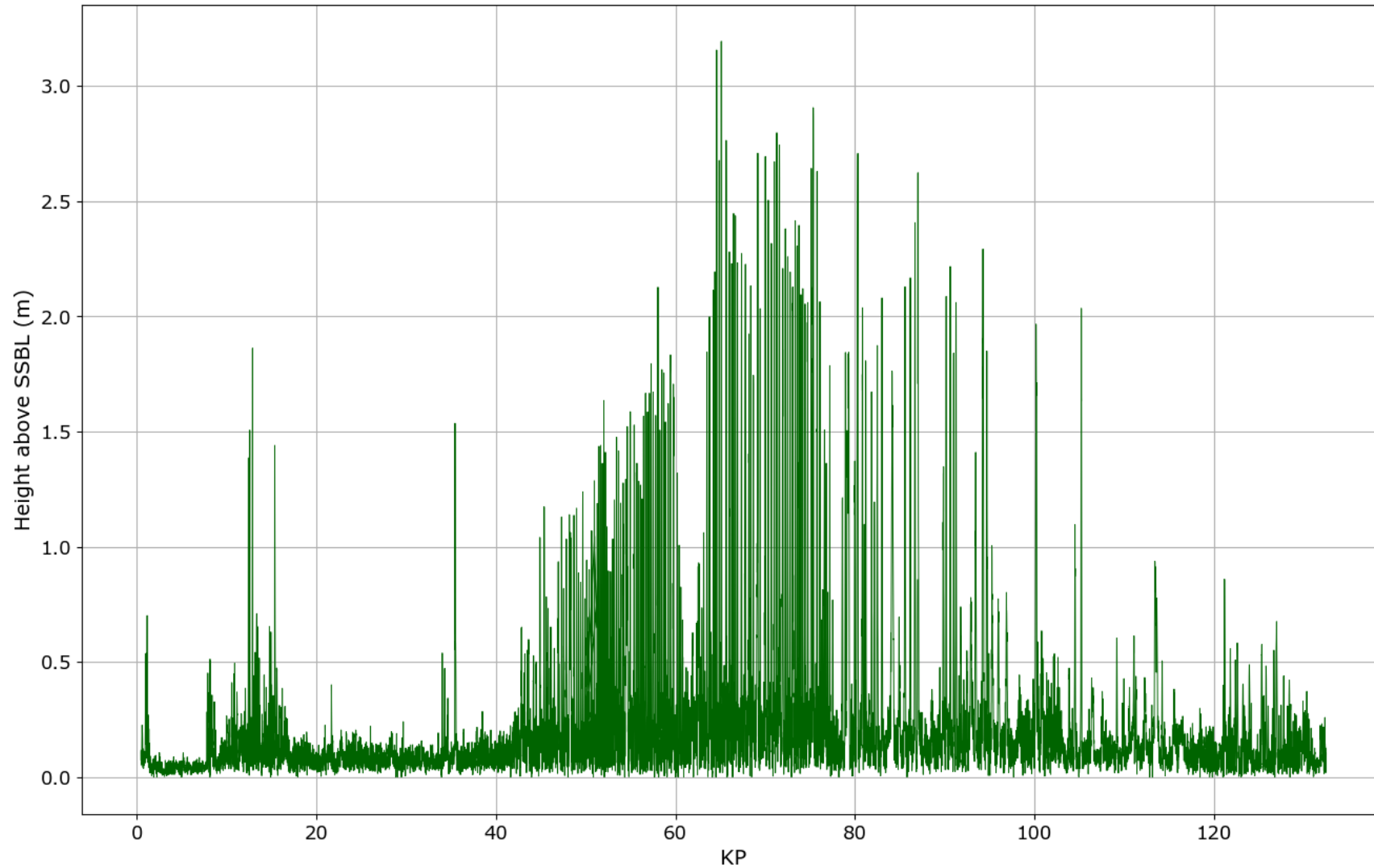


Figure 19: Route B Bedform Heights

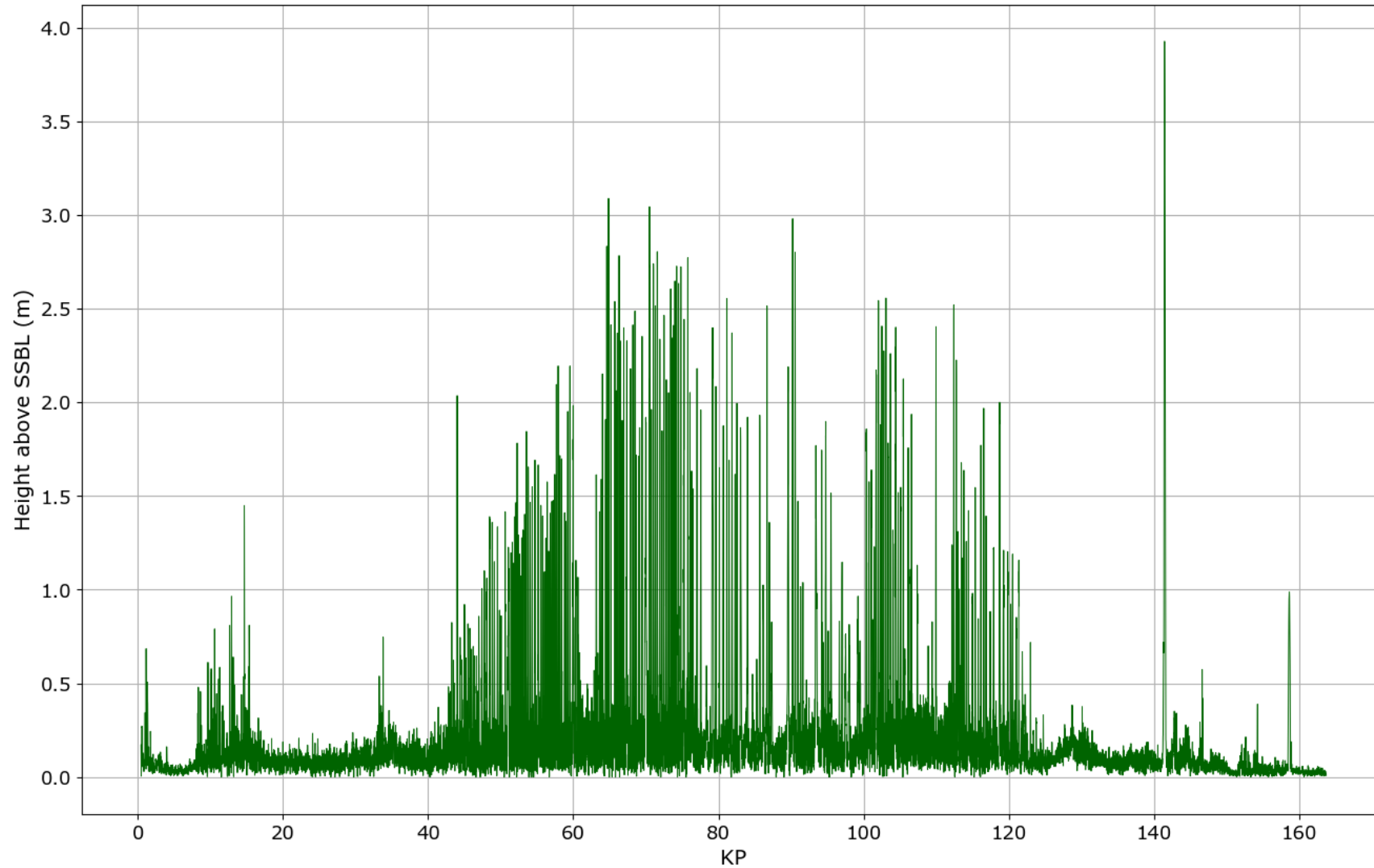


Figure 20: Route C Bedform Heights

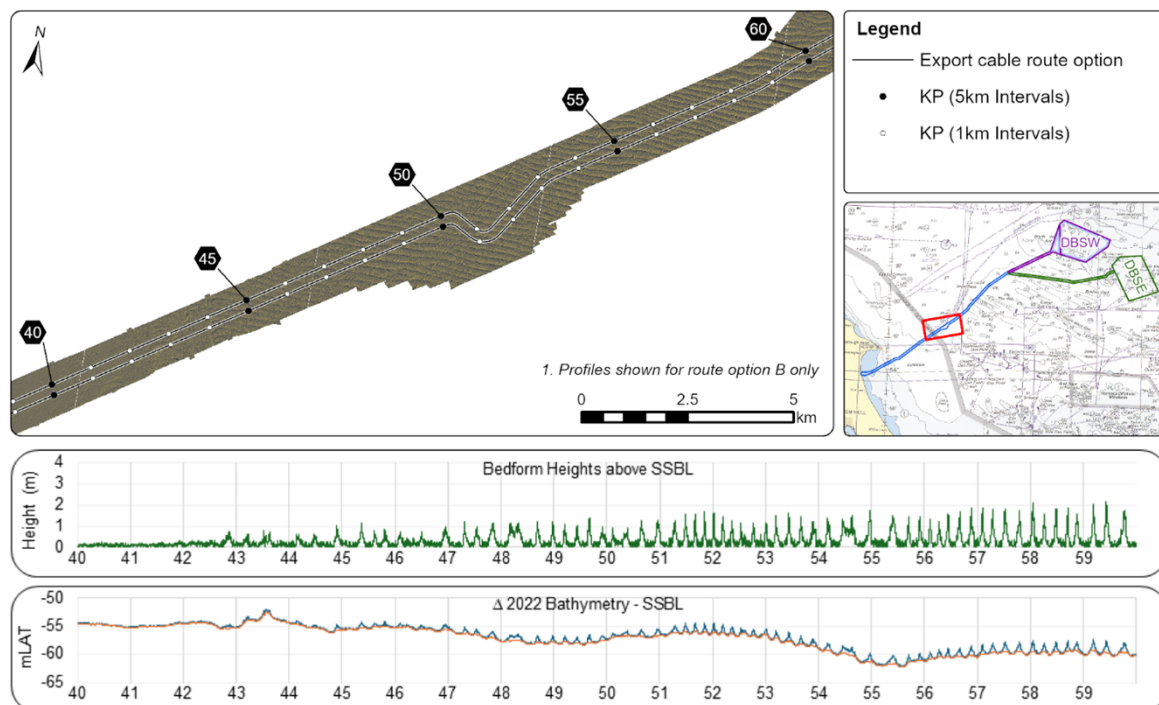


Figure 21: Bedform Heights and Seabed Delta (KP40 – KP60)

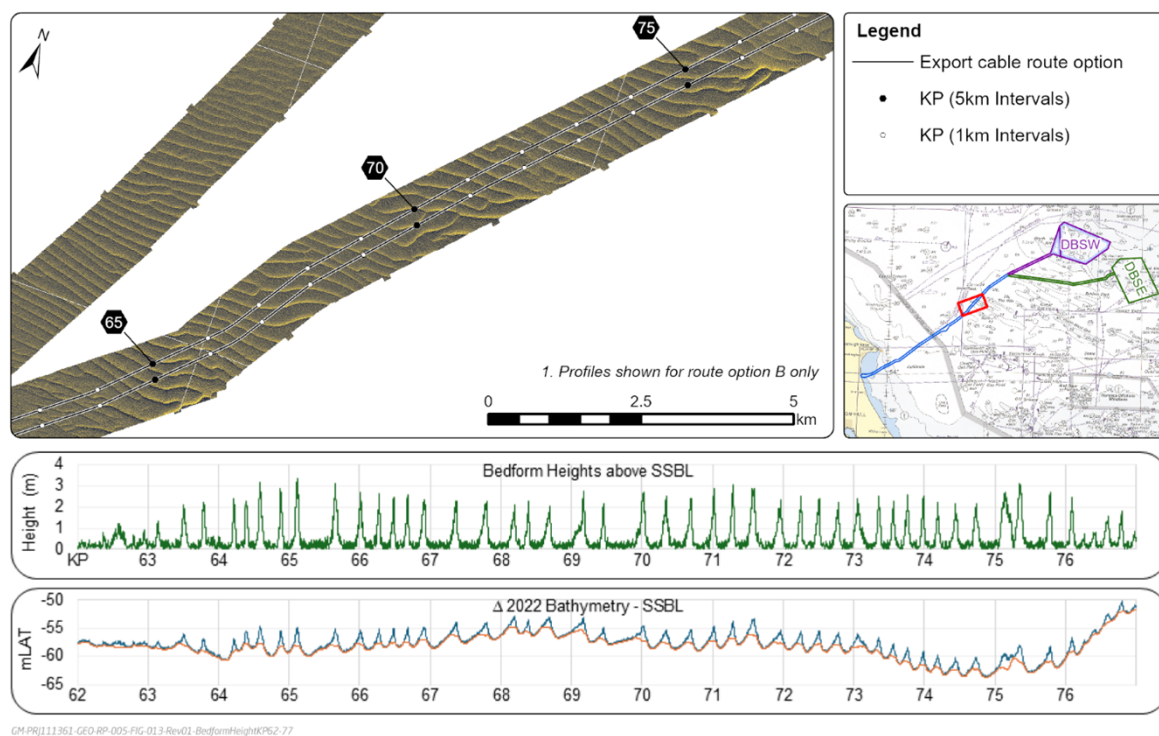


Figure 22: Bedform Heights and Seabed Delta (KP62 – KP77)

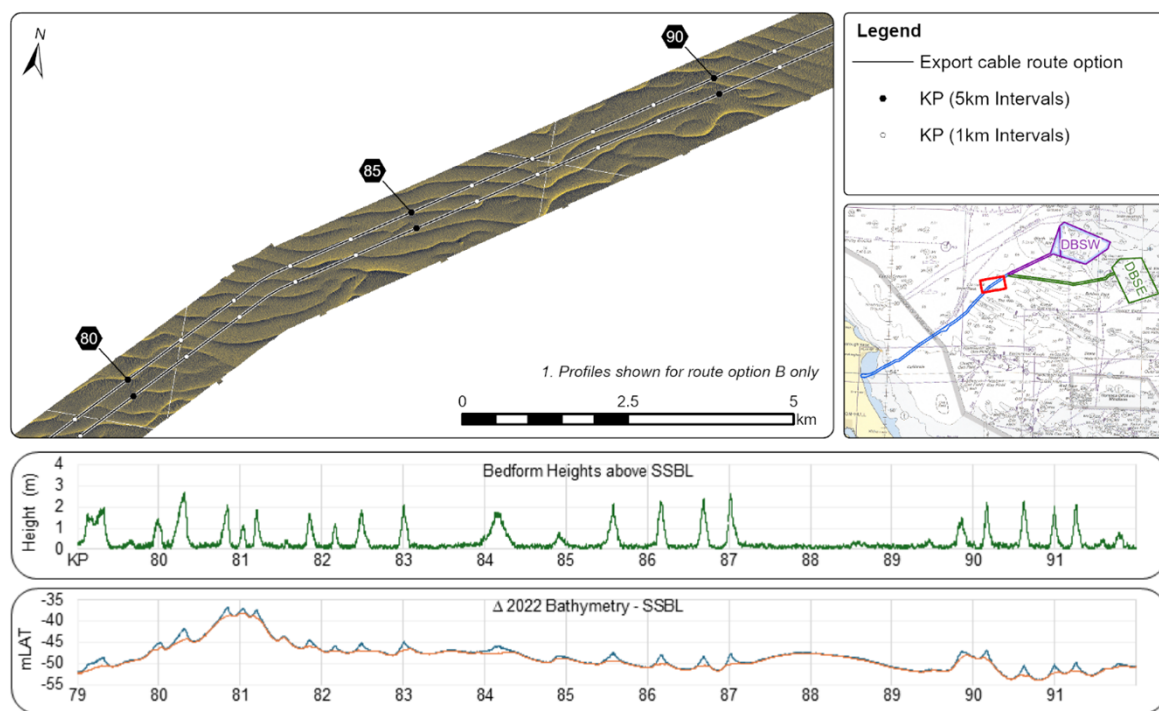


Figure 23: Bedform Heights and Seabed Delta (KP80 – KP90)

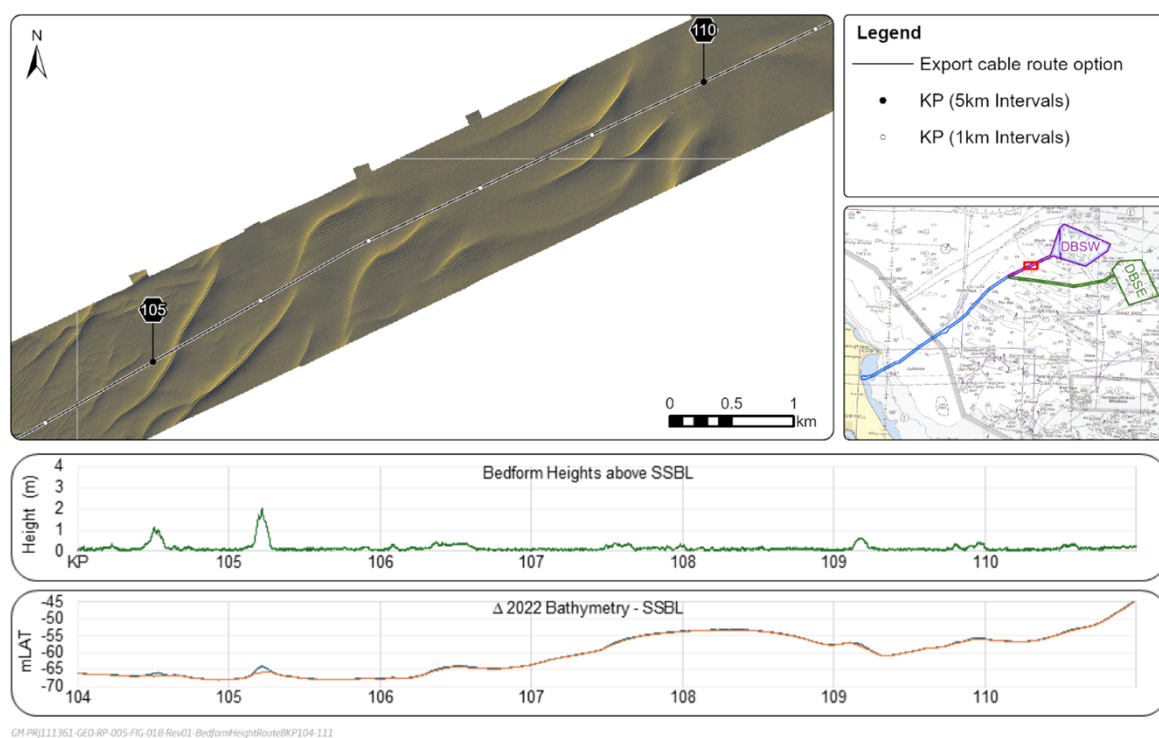
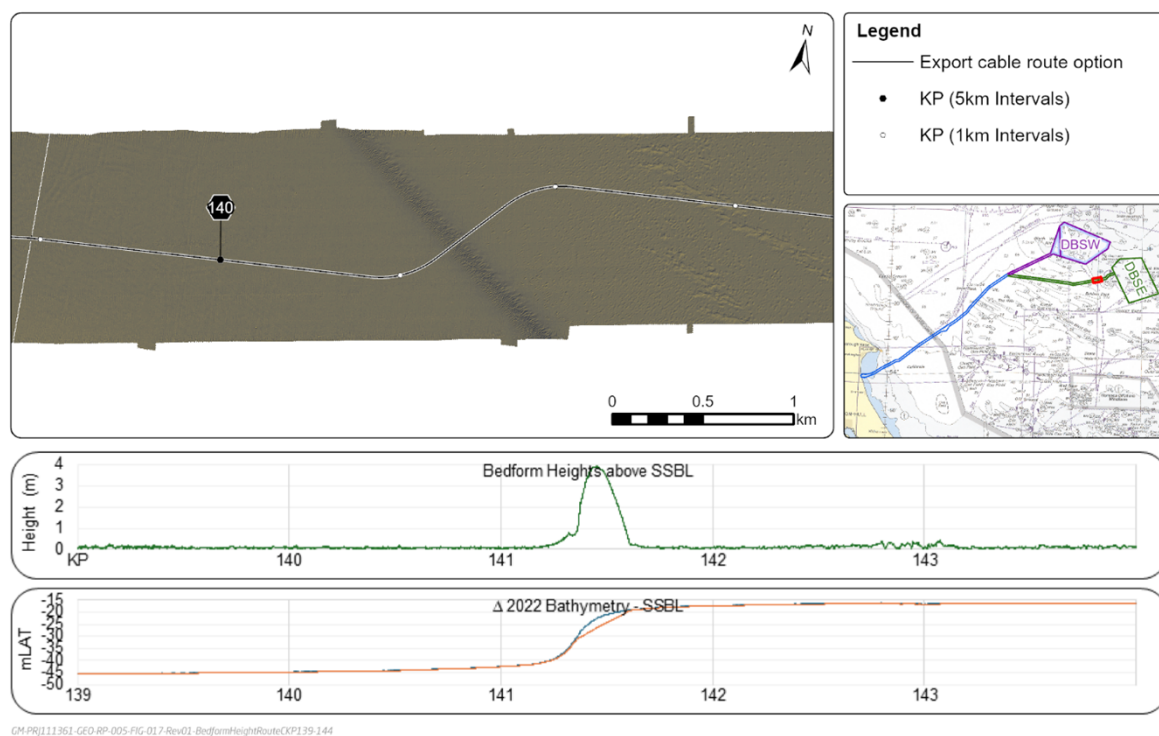
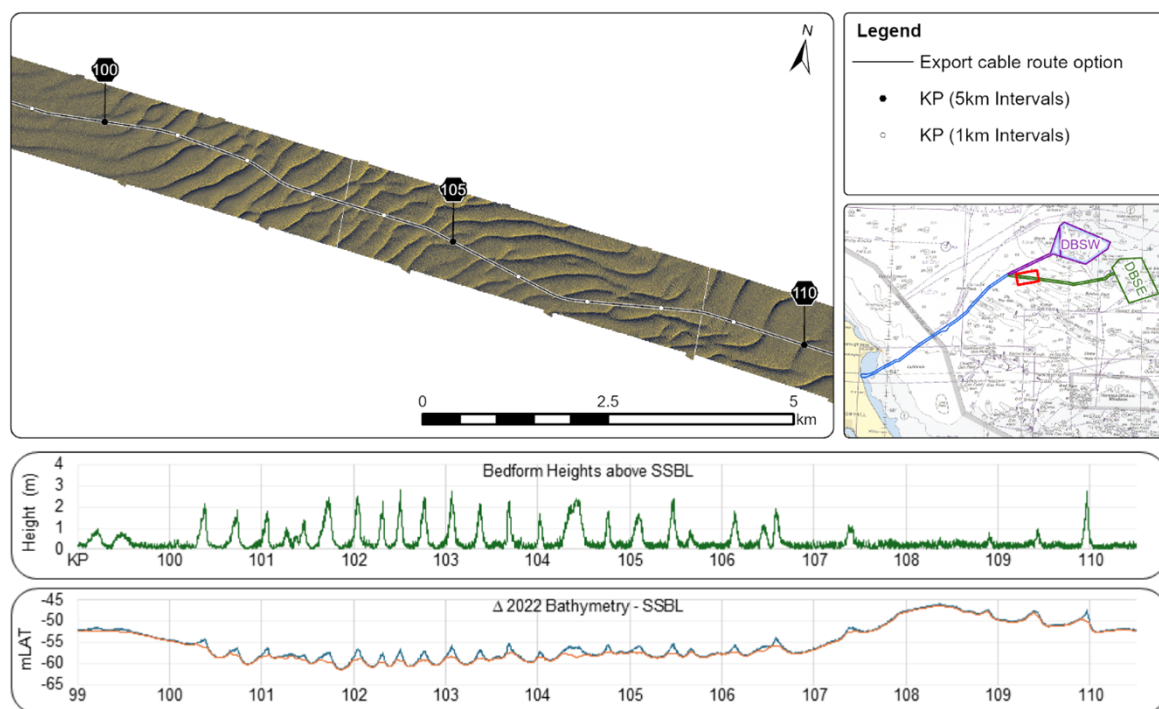


Figure 24: Bedform Heights and Seabed Delta (Route B; KP104 – KP111)





## 5. CABLE BURIAL RISK ASSESSMENT (CBRA)

### 5.1 CBRA Methodology

#### 5.1.1 Risk Assessment Methodology

There are a wide range of obstacles and seabed users that present potential hazards to subsea cables; or which have direct interactions with cables that risk damage. Such hazards include ship anchors, which could impact or snag the cable if dragged along the seabed; and fishing, where bottom trawling gear can snag and damage cables. The aim of this study is to evaluate potential risks to the cable and provide recommendations as to the most efficient risk mitigation, including recommendations of burial depth where appropriate.

The basis of a risk assessment for a submarine cable relies on identifying the potential hazards, associated risks, and evaluating the level of protection that may be afforded to the cable by its armouring (internal and/or external), cable burial beneath the seabed or any other means, such as rock dumping or concrete mattresses.

The most reliable and cost-effective form of cable protection is generally recognised to be ensuring no interaction between the cable and the identified hazards. This is most easily achieved by routing the cable away from such hazards or, where this is not practical, by burial below the seabed.

The simplified methodology followed in this report is adopted in accordance with the industry guidance documents:

- Carbon Trust, Cable Burial Risk Assessment (CBRA) Methodology (Ref. 15)
- Carbon Trust, CBRA Application Guide (Ref. 14)
- DNV-GL Subsea Power Cables in Shallow Water (Ref. 11)

The methodology for the CBRA includes an assessment of the seabed conditions followed by the identification and quantitative assessment of the threats/hazards for the area. A probabilistic assessment has then been performed using Global Maritime's in house GIS based software to assess the risk posed to the cable by external threats and a recommended burial depth has been established. This includes a full 3-dimensional approach to the probabilistic calculation of the threat of an anchor strike.

The CBRA method reviews an identified hazard based on its anticipated frequency and consequence. The combined outcome of frequency and consequence indicates whether risk is unacceptable, 'As Low As Reasonably Practical' (ALARP) or Acceptable. This adheres to the criteria outlined in DNVGL-RP-F107 (Ref. 13) The risk matrix used, and definitions of probability and severity are shown in the below tables.

Table 10: Risk Matrix

		Probability				
		A	B	C	D	E
Consequence	1					
	2					
	3					
	4					
	5					

Table 11: Probability Definitions

Probability	Definition
A (Very Unlikely)	Never Heard of in Industry
B (Unlikely)	Heard of in Industry
C (Possible)	Incident has been known to occur, but rarely
D (Likely)	Happens several times a year in Industry
E (Very Likely)	Happens several times a year at project location

Table 12: Consequence Definitions

Consequence	Definition
1	Negligible Damage
2	Minor Damage / Exposure to other hazards
3	Localised Damage / No unplanned loss of capacity
4	Major Damage - replacement of small section / Unplanned loss of capacity
5	Extensive Damage - replacement of significant section of cable/ Significant unplanned loss of capacity

### 5.1.2 Hazard Classification

Hazards are classified as primary or secondary. Primary hazards are those that have a direct impact upon the cable and can cause damage and secondary hazards are those that

do not damage the cable directly but can result in increased risk or susceptibility to damage from primary hazards.

An example of a primary hazard would be impact or snagging of the cable due to a ship's anchor being deployed. An example of a secondary hazard would be seabed mobility resulting in reduced cable burial cover or exposure, leaving the cable vulnerable to primary hazards.

### 5.1.3 Cable Burial - Carbon Trust Terminology

As presented in the methodology above, threat lines have been suggested for the identified site hazards for cable burial (sections 5.2 and 5.3). These follow the information and terminology described in the Carbon Trust Guidance Documents (Ref. 15). Figure 27 provides an illustration and summary of the main abbreviations and terminology used for burial in this report. The Target DOL generally includes an installation tolerance (or safety allowance).

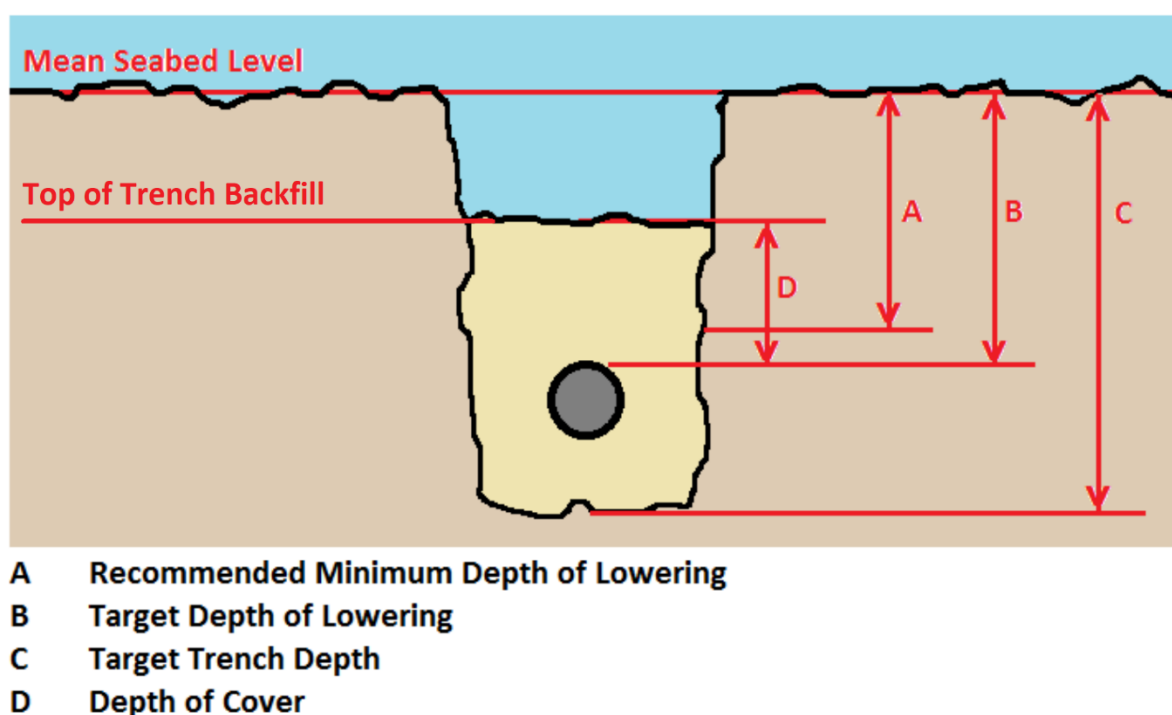


Figure 27: Definition of Trench Parameters and Abbreviations

It should be noted that the above terminology references burial depths relative to the Mean Seabed Level, however the burial depths described in this report are relative to the SSBL.

## 5.2 Hazard Identification and Assessment

### 5.2.1 Introduction and Risk Register

Data supplied and acquired from third parties has been assessed to develop a risk register (Appendix A), which has been compiled using probability and severity classification to evaluate the potential risks to cables across the site for both installation phases and the

operational lifetime of the wind farm. The purpose of this exercise is to ensure that all hazards are identified and assessed and the risk to cables appropriately acknowledged, with initial indications on mitigations presented where possible. The main hazards identified in the risk register are discussed in more detail below.

The Risk Register is considered a live document which is to be updated throughout the life of the project and should be reviewed frequently.

## 5.2.2 Primary Hazards

### 5.2.2.1 Shipping Activity

Shipping is generally the most onerous anthropogenic risk to cables in terms of threat line depth (even if not the most likely to occur). The main hazard associated with shipping is the deployment of an anchor in proximity to a cable leading to anchor strike. Anchor strike does not necessarily lead to cable damage though it is likely to occur if a cable is inadequately protected through burial to an appropriate depth. The risk of this hazard is associated with the type of vessel traffic, its density, and the frequency of transit in proximity to the cable or cables. The vessel traffic density for 01/11/2020 – 31/10/2022 (Ref. 7) is shown for all vessel categories and sizes in Figure 28.

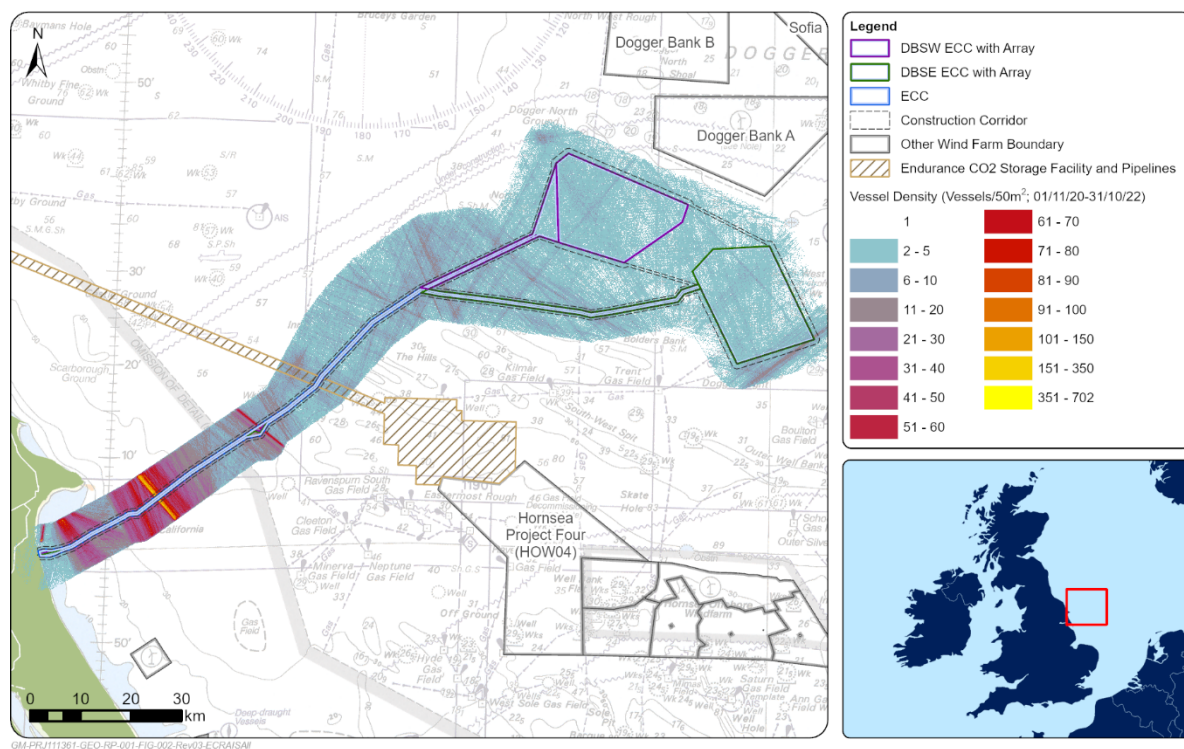


Figure 28: Overall Vessel Traffic Density (Ref. 7)

The hazard to subsea cables from shipping is associated with the deployment of anchors either in designated anchorage zones (which should be avoided through routing) or in emergency situations that result in anchor deployment through mechanical failure or deployment without due care. The potential impact on the seabed and/or the resultant snagging of a deployed anchor can result in damage to a buried cable.

The traffic can be seen to be most dense in the nearshore area running parallel to the coast, with overall traffic seen to reduce further offshore along the export cable route and within the lease area. It is expected that post-construction, traffic will avoid the wind farm area and give the turbines a wider berth where possible.

The marine traffic data can be further analysed and categorised into various vessel categories as follows:

- Cargo / Tanker Vessels
- Fishing Vessels
- Government Vessels
- Offshore Industry Vessels
- Passenger / Pleasure Vessels
- Port / Dredging Vessels

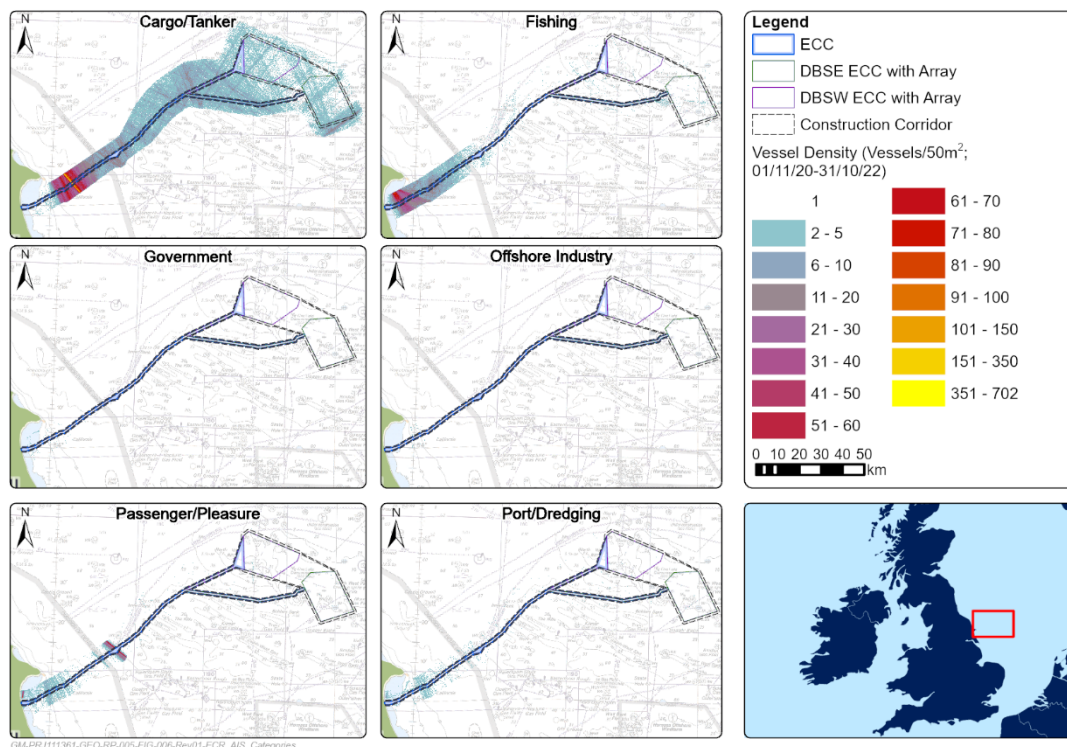


Figure 29: Pre-Construction Marine Vessel Traffic Density by Vessel Category (Ref. 7)

It can be seen that the highest density of marine traffic crossing the export cable comes from cargo vessels. There is also a high density of fishing vessels crossing the export cable route with an increased volume in the nearshore area. This is confirmed through observation of the significant number of trawl marks within the export corridor identified in the geophysical survey (Ref. 2).

AIS transmitters also provide a status of the vessels, as determined by the vessels themselves. Few vessels in proximity of the ECR in the AIS data had their status as 'at anchor' or 'engaged in fishing', which suggests a reduced risk of impact associated with these activities, however it should be noted that this information relies on the vessel crews accurately updating their status, which is not necessarily always the case.



Global Maritime have completed an exercise of re-distributing shipping traffic around the wind farm lease area to model the vessel traffic that would be expected post-wind farm installation, where it would be expected that the vessels previously transiting the lease area would adjust course to avoid the turbines once installed. This was conducted with assistance from Senior Mariners within Global Maritime who provided input into the modelling and a review of the post installation shipping activity. The post-installation shipping activity was used to conduct the CBRA as this is more representative, with some of the vessels that are seen in the historic data crossing the lease area, now crossing the export cables, with an overall greater number of vessels crossing the export cable. A summary of the modelled traffic can be seen in Figure 30. This shows the vessels previously crossing the windfarm and redistributes them to their most likely new transit route spatially given a criteria of exit point and entry point of the lease area, as well as the wider to and from destinations taken generally from wider open-source density mapping of the area (Ref. 28).

The new likely transit routes redistribution considered locations of the proposed Hornsea Four, Dogger Bank B and Dogger Bank C windfarms, as well as the oil and gas infrastructures south of DBSE. The Endurance CO2 Storage Facility boundary is not avoided in this redistribution exercise as no surficial infrastructure is expected. This also adds in any service vessels for the windfarm expected to be additionally used for operations and maintenance throughout the lifetime of the Wind farm. This process typically redistributes a greater level of traffic crossing the export cable corridors, and here, it can be seen that the density of vessels running parallel to the west of DBSW, south of DBSE and southwest of both lease areas has increased. Vessels are also likely to cross through the gap between the DBSW and DBSE.

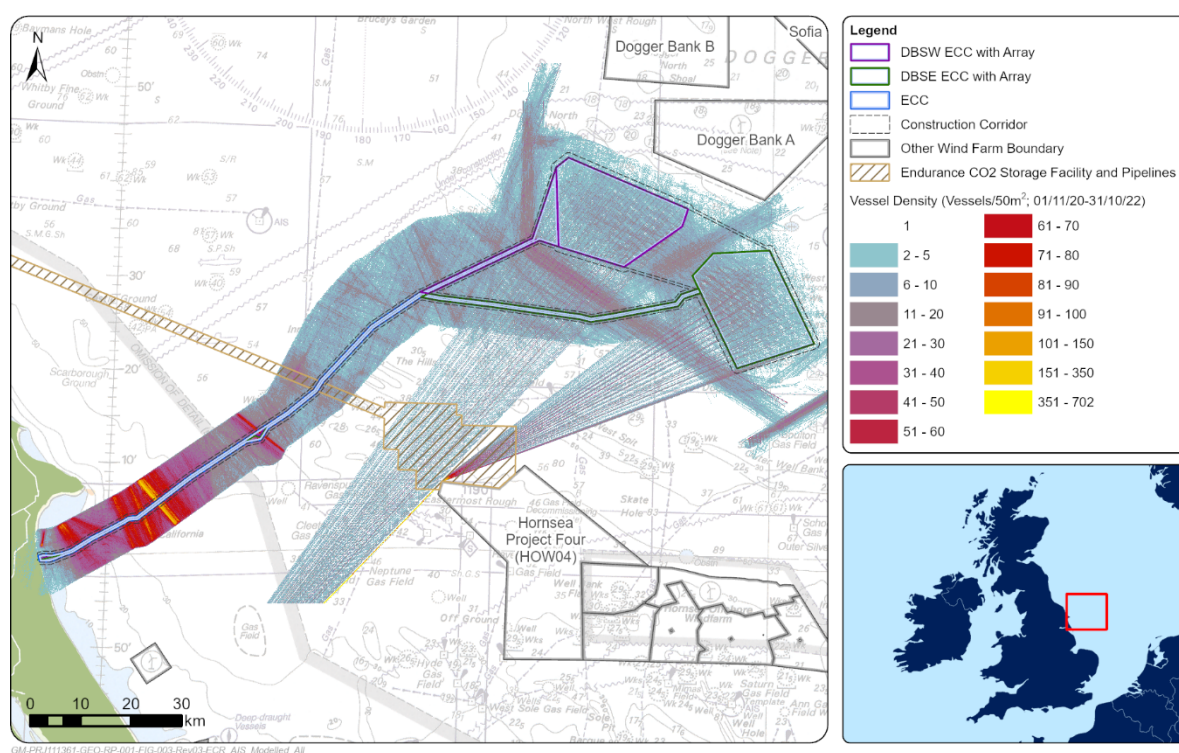


Figure 30: Two-Year Modelled Post-Installation Vessel Traffic (modified from Ref. 7)

The main mitigation for shipping hazards (anchor strike) is typically burial beneath the identified threat line for a given return period/acceptable level of risk. The optimum burial depth is dependent on the results of the probabilistic risk assessment and cost of achieving the target burial depth. The method and results of the probabilistic assessment are discussed in Section 5.3 and 5.4.

This threat line should also only be considered as below the Stable Seabed Level. As described in section 4.6, the SSBL ensures that the minimum depth of lowering specified is always maintained despite any seabed movement observed throughout the life of the cable.

#### 5.2.2.2 Fishing Activity

Commercial fishing is a hazard to subsea cables (even armoured cables) where fishing gear interacts with the seafloor, potentially resulting in damage due to impact or snagging. It should also be noted that a cable can pose a risk to the fishing vessels themselves if left on or close to the seabed, as small vessels can founder if snagged on a significant obstruction, of particular concern in areas of strong currents. For example, fishing vessels have been known to founder when trawl gear has become snagged on subsea infrastructure and attempts to free the gear have been unsuccessful.

As can be seen from the AIS data shown above, fishing vessels are shown to frequently cross the export cable route with a higher density observed within the nearshore area. Given this high volume of fishing activity observed from the AIS tracks, along with trawl marks observed along the export cable corridor, it is clear that protection will need to be implemented against the risk of damage through impact / snagging of bottom trawl gear with the export cables. In the case of the identified fishing methods currently employed in the region the following threatline depth is considered reasonable below a non-mobile seabed:

- Fishing gear threatline depth in sand/mud ~0.2 m
- Fishing gear threatline in bedrock/glacial till ~0.1 m

These values are in line with the Carbon Trust CBRA guidance (Ref. 15), which provides an estimate of maximum penetration of fishing bottom trawl equipment. It is noted that the risk of emergency anchor deployment described previously provides a greater threatline and is the governing case along the cable routes.

#### 5.2.2.3 Stability/Fatigue

Surface laid cables are subject to loading from waves and currents and this could result in cable movement and migration across the seabed. Excessive movement on the seabed could cause abrasion and/or fatigue issues. Wave induced movements will be likely in shallow areas towards the shore approaches and during storm activities over the remainder of the site. If the cable is unstable then abrasion can occur where unburied cable is migrating across the seabed and 'rubbing against' outcropping rock, often causing significant damage.

Cable migration is also likely to increase the risk profile, as the cable movement is likely to cause a cable fault. It is also possible that the cable position will no longer be accurately identified on marine charts and this is likely to result in an increased risk from other primary hazards such as vessel anchors, fishing and construction activities. However, power cables such as the proposed are heavy and likely to have high friction with the seabed, therefore



damage to the cable is more likely to occur than large displacements with suitable continued cable performance.

Whilst cable migration and fatigue may be issues for unburied cables, where a fatigue life of 20 years may be assumed in less energetic environments, experience indicates that minimal burial/embedment is usually required to ensure on-bottom stability. Therefore, where practical it is recommended that cable burial is planned unless not practical or proven to not be necessary with further in-depth analysis. If the cable is not to be buried due to outcropping rock or other factors, a more detailed cable protection strategy including the following is recommended:

- Micro-routing is undertaken to take advantage of any local features (gullies, ridges, depressions) to avoid freespan and shelter the cable where possible.
- On-bottom stability and fatigue assessments should be carried out to investigate the cable response and ascertain the likelihood for damage of the cable and the likely fatigue life under the loading regime.
- Plan appropriate mitigation methods i.e., pinning by anchoring or rock dumping, external around, additional internal stiffeners/armour, etc.

Cable burial is planned for the full length of the export cable regardless of route option, however, nearshore (as discussed in Section 4) there is bedrock near the surface and burial may be more difficult to accomplish. This is discussed further within the burial assessment in Section 6, and understood greater following further geotechnical survey campaigns, however, if burial is not possible then the stability and fatigue implications and mitigations should be further investigated with external protection likely required.

### 5.2.3 Secondary Hazards

#### 5.2.3.1 Mobile Sediments

Mobile bedforms are present in the ECC corridors, although rates of mobility are not yet confirmed. The maximum range of vertical seabed change, as calculated in the SSBL in section 4.6.3, is up to 3m in a small number of instances; however, horizontal changes of these larger features are estimated to be in the decimeter scale, and this vertical maximum may therefore not be realized.

Other apparent mobile features such as those in the route corridor between KP44 and the node split enveloping the Langed pipeline show minor change over the time span of current available bathymetry datasets (Ref. 5). The mobility of smaller features such as the smaller sandwaves that may remain mobile, megaripples and scour marks should be verified with repeat bathymetry surveys and further assessment.

The MarineSpace report on sediment mobility (Ref. 5) reviews historical and recent bathymetry datasets to assess seabed mobility. The report supports the classification of mobile features on the cable routes, however there is a possibility that the features (at least of a larger scale) are no longer mobile. This is due to the lack of natural backfilling on the Langed pipeline. However, there is evidence of mobility elsewhere and therefore the calculated SSBL is used across the entire routes as the reference level, to account for all areas of mobility.

Where there is the presence of sediment mobility at the site, this could result in (deeper) burial of cables sections and/or the exposure/freespanning of previously buried sections, as the bedforms migrate. Therefore, the following should be considered:

- The performance of the cable when buried, confirming that there is not a risk of overheating at the possible burial depth due to the mobile sediments in this area (section 5.2.3.2)
- The increased risk of primary hazards such as fishing, anchoring and stability/fatigue due to mobility and exposure of the cable.

It is recommended that an allowance be made for sediment mobility where appropriate, with increased burial depth in areas of confirmed mobile features following further repeat bathymetry studies. The threatlines discussed in this report are based on the non-mobile layer as described by Fugro's Interim Ground Model Report (ref. 4). As Unit A is present across much of the site, it is not considered in the CBRA calculations, to ensure they account for where the mobile layer is at its lowest thickness. RWE currently have sediment mobility studies ongoing (Ref. 5), and the results of those should be considered alongside this CBRA study and further repeat bathymetry surveys to calculate the total installation depth of lowering required to adequately protect the cable for its full design life.

#### 5.2.3.2 Soil Thermal Conductivity

The thermal properties of the soils into which the cable will be buried can have a direct effect on its operability, and as previously described this can become an issue if a cable becomes over-buried due to seabed mobility. The MarineSpace report (Ref. 5) on sediment mobility and thermal properties includes a review of the anticipated thermal properties of the expected soils along the cable routes. The report was written prior to geotechnical survey, and so is limited to defining thermal properties of soils defined by geophysical survey and literature for the region, as well as similar soils encountered on the Sofia OWF site. In-situ data for ambient seabed temperatures was also not available, and so temperatures were modelled based on sea-surface temperature derived from remote sensing and anticipated thermoclines in the North Sea.

The results of this study provide estimated thermal conductivity statistics for units expected to be encountered by the cable routes, as summarized below in Table 13. For the full predicted thermal conductivity statistics, the report itself should be consulted. Results with the 'Database' precursor in the column header are based on the modelling, whereas results with the 'SOFIA' precursor are based on in-situ testing from the Sofia OWF site and laboratory tests.

Table 13: Summary of Thermal Conductivity (TC) statistics for soil units used in the MarineSpace Bed Mobility and Thermal Environment Report (Ref. 5)

Statistical Definition	DATABASE Quartz SAND	SOFIA SAND	DATABASE CLAY	SOFIA CLAY	DATABASE SILT	DATABASE PEAT
MAX TC (W/mK)	3.51	3.46	2.83	2.34	2.18	1.30
MIN TC (W/mK)	1.06	1.92	0.57	1.13	0.87	0.53
MEAN TC (W/mK)	2.20	2.58	1.52	1.90	1.48	0.84
P90 TC (W/mK)	2.81	2.90	2.26	2.19	1.97	1.13

It is evident from the results of the analysis in the Bed Mobility and Thermal Environment Report that generally, sands provide the least onerous environment for thermal conditions, due to the granular structure enabling convection of the saturating water. The clay and silt units for which results are provided have similar properties, being less conductive than sands. Finally, as could be expected, Peat has the lowest thermal conductivity, and therefore presents the greatest hazard in terms of cable temperatures.

Occurrences of geotechnical unit 3g from Fugro's ground model should be paid particular attention to when designing the cable system's thermal capacity. The peat unit has been avoided where possible by cable routing (Ref. 10), but where avoidance is not possible it is recommended that unit 3g's thermal properties are tested.

In areas of predicted sediment mobility, where dredging will be required for the cable to reach the recommended DOL and subsequent backfill may result in increased depth of cover, the Holocene sand units that the mobile features consist of should be tested for their thermal properties. Though these sands will be the most thermally conductive, the increased DOB may still cause the cable to approach its thermal limits, and must be accounted for within the cable core design and cable rating studies.

### 5.3 Probabilistic Risk of Anchor Strike

A probabilistic assessment of the export cable anchor strike risk due to the identified shipping activity has been performed following the carbon trust guidelines (Ref. 15) using Global Maritime's GIS based approach. This has been performed using the site AIS data which was adjusted to model the post-windfarm construction traffic.

This method evaluates the external threat to the cable by considering the amount of time vessels spend within a critical distance of the cable and the probability that a vessel might have an incident that requires the deployment of an anchor. The effect of water depth and bathymetric profile is considered very important and is included as a qualitative factor.

The calculation for the probability of a cable strike is given by the following formula:

$$P_{strike} = P_{traffic} P_{wd} \sum_1^{No. ships in Section} \frac{D_{ship}}{V_{ship} * 8760hrs per year} P_{incident}$$

Where:

$P_{traffic}$  : Probability modifier based on the tolerable level of risk

$P_{wd}$  : Probability modifier for nature and depth of seabed

$V_{ship}$  : Ship speed (metre/hr)

$D_{ship}$  : Distance travelled by ship's deployed anchor in area under consideration (metre)

$P_{incident}$  : Probability of incident occurring for that vessel size and type

8760hrs : Factor to annualise the results

Values for the above parameters are shown in the table below:

Table 14: Parameter Values of Probabilistic Risk Assessment

Parameter	Description / Comments	Value Used
$P_{traffic}$	Probability modifier to determine acceptable level of risk. Indicates the percentage of vessels for which burial is required for protection.  Conservative value used for initial assessment.	1
$P_{wd}$	Indication of risk due to seabed profile and water depth. Values chosen as per the Carbon Trust guidelines.	See Ref. (15)
$V_{ship}$	Individual vessel speeds taken from AIS data when crossing cable, with a maximum speed of 2 knots	Various
$D_{ship}$	Distance travelled by the anchor when deployed to exert its holding capacity and immobilise the vessel. Vessel outside of a distance equal to $D_{ship}$ from the cable is not a hazard.  Calculated on vessel mass (m) taken as displacement, and estimated Ultimate Holding Capacity (UHC) which is estimated for each individual vessel.	$D_{ship} = \frac{m * V_{ship}^2}{4 * UHC}$
$P_{incident}$	This is the probability of an incident occurring on the vessel which requires the deployment of an anchor. This is taken as the probability of engine failure in single engine tankers in the North Sea, as per DNV guideline DNV-RP-F107.  A sensitivity on this probability factor is added in Section 5.4.2.	$1.75 \times 10^{-1}$ incidents per year per vessel

Table 15:  $P_{wd}$  Values According to Water Depth and Vessel DWT

Vessel DWT (t)	Minimum Water Depth (m)			
	0-10	10-30	30-50	>50
0	1	0.1	0	0
2000	1	0.3	0	0
5000	1	0.5	0.1	0
20000	1	0.9	0.3	0.1

Possible anchor penetration can be estimated, based on the soil properties and the typical anchor sizes (fluke length) used by vessels categorised by their deadweight tonnage. As described within Section 4, the seabed along the two cable routes consists primarily of sand units of varying thickness overlying clay, glacial till or chalk, mudstone or sandstone bedrock. The penetrative ability of anchors of different sizes in these variable soil conditions must be considered in the CBRA. This is summarised in the below table for the vessels identified. This is representative results for a single soil layer only, the full modelling performed for the results presented later in this report and shown in the alignment charting utilises a multiple layer solution from the available geophysical data.

Table 16: Anchor Penetrations for different sizes of vessel in the expected soil conditions

Vessel Deadweight (DWT, $T_e$ )	Maximum Anchor Fluke Length (m)	Anchor Penetration in Unit S1 (Sands) (m)	Anchor Penetration in Unit C5 (Clays and Till) (m)	Anchor Penetration in Unit C7 (Chalk, Sandstone and Mudstone) (m)
1000	0.8	0.6	0.6	0.4
2000	0.9	0.7	0.7	0.5
5000	1.2	0.8	0.8	0.6
10000	1.3	1.0	0.9	0.7
20000	1.6	1.1	1.1	0.8
50000	1.9	1.4	1.3	1.0
100000	2.2	1.6	1.6	1.1
200000	2.6	1.8	1.8	1.3

The main mitigation for the hazard of anchor strike is generally burial beneath the identified threat line for a given return period / acceptable level of risk. This has been calculated in terms of a recommended depth of lowering, measured from the SSBL, along the length of



each cable to sufficiently protect it to reduce the risk below acceptable levels. As such the recommended depth of lowering will vary along the cable routes depending on the modelled traffic density and the seabed composition.

## 5.4 CBRA Results

### 5.4.1 Base Case Results

The threat lines based on modelled post-windfarm installation shipping density and seabed composition were produced for the two cable route options. The threat lines were interpreted to define recommended burial depths for sections of the cables to satisfy the risk requirement and minimise burial depth where possible to reduce installation costs through maximising tooling choice and reducing installation schedules. The results for each cable are summarised below and shown clearly in the provided alignment charts (Appendix C). The tables detail the recommended depth of lowering of the cable within zones established along the cable length. The strike return period and corresponding DNV risk category (Ref. 13) is also stated for each zone along with the values for the entire cable. The strike return period is equal to  $1/P_{strike}$ . As  $P_{strike}$  is annualised, this gives the theoretical period in years between anchor strikes on the cable based on the probabilistic CBRA calculation i.e. the number of years statistically within which one anchor strike will occur.

Table 17: DNV Risk categories (Ref. 13)

DNV Risk Category	$P_{Strike}$	Return Period (years)
1	<0.00001	100,000+
2	0.00001 - 0.0001	10,000 to 100,000
3	0.0001 - 0.001	1,000 to 10,000
4	0.001 - 1	1 to 1,000

Table 18: ECR Option B CBRA Results Summary

Cable Start/End Point		Zone Length (km)	Recommended Depth of Lowering (m)	Strike Return Period (Years)	DNV Risk Category
KP Start (km)	KP End (km)				
0.000	2.500	2.500	0.5	1,000,000	1
2.500	6.000	3.500	0.5	471,667	1
6.000	9.800	3.800	1.5	1,000,000	1
9.800	25.000	15.200	1.5	422,355	1
25.000	28.000	3.000	1	406,082	1
28.000	28.800	0.800	1.5	1,000,000	1
28.800	41.000	12.200	1.5	298,105	1
41.000	44.250	3.250	0.5	399,636	1
44.250	57.100	12.850	0.5	88,115	2
57.100	64.000	6.900	0.5	243,577	1
64.000	79.400	15.400	0.5	86,550	2
79.400	92.500	13.100	1.2	62,113	2
92.500	103.700	11.200	0.5	113,712	1
103.700	110.500	6.800	0.5	164,150	1
110.500	118.600	8.100	1.5	51,009	2
118.600	120.000	1.400	1.5	483,982	1
120.000	132.507	12.507	1.2	104,726	1

Table 19: ECR Option C CBRA Results Summary

Cable Start/End Point		Zone Length (km)	Recommended Depth of Lowering (m)	Strike Return Period (Years)	DNV Risk Category
KP Start (km)	KP End (km)				
0.000	2.500	2.500	0.5	1,000,000	1
2.500	7.000	4.500	0.5	280,070	1
7.000	9.700	2.700	1.5	1,000,000	1
9.700	22.000	12.300	1.5	501,190	1
22.000	25.000	3.000	1.5	1,000,000	1
25.000	28.500	3.500	1	307,517	1
28.500	29.000	0.500	1.5	1,000,000	1
29.000	40.500	11.500	1.5	338,507	1
40.500	44.200	3.700	0.5	328,344	1
44.200	57.000	12.800	0.5	91,704	2
57.000	63.900	6.900	0.5	259,215	1
63.900	80.000	16.100	0.5	80,061	2
80.000	89.000	9.000	1.5	110,837	1
89.000	128.500	39.500	0.5	29,812	2
128.500	136.500	8.000	1.5	91,933	2
136.500	141.500	5.000	0.5	541,874	1
141.500	147.000	5.500	1.0	157,175	1
147.000	163.710	16.710	0.5	96,413	2

Table 20: Cumulative CBRA Results Summary for Each ECR

Cable	Cumulative Pstrike	Cumulative Impact period (years)	DNV Risk Category
B	0.000103	9,741	3
C	0.000115	8,699	3

#### 5.4.1.1 Base Case Results Discussion and Summary

The results of the CBRA have allowed the determination of suitable target depth of burial along both cable routes. The outcome of the analysis has shown that no individual sections of the cables, when categorised by the recommended DOL, have a DNV risk category above 2 (equivalent to the probability of the cable being struck by an anchor being between 10,000 and 100,000 years). There is no standard of what risk level is acceptable, and this is down to the developer's appetite to risk, and the lowering of costs during the installation phase, but typically across the industry having a risk of DNV Category 2 is considered appropriate for export cable sections. Here, for each option, the total cumulative risk is DNV category 3.

This risk is considered low by DNV, and is based upon oil and gas assets and the implications which come from failure of those assets, including environmental impacts etc. The DNV categories are commonly discussed to be considered onerous and therefore DNV Category 3 for the cumulative risk profile of a full export route, especially given the length of the routes, is considered acceptable, although this should be confirmed by the developer. Reductions in risk can be found with increased burial depths in local sections of the export route or generally across the route length.

With deeper burial, in some cases, the period of impact may become infinite. This effect occurs in some areas where the recommended DOL is below the calculated threat level, resulting in there being no chance of damage to the cable based on the historic data within the CBRA calculation. A rogue anchor strike cannot be ruled out completely however, especially when considering the high sediment mobility across large areas of the cable corridor, which could cause cable exposure over time if the total DOL from the SSBL is not achieved. The total length of the cable routes designated for each DOL is detailed in Table 21 below.

Table 21: Total ECR Lengths and Percentages at each DOL

		Cable Route B		Cable Route C	
		Distance (km)	Distance (%)	Distance (km)	Distance (%)
Burial Depth (m)	0.5	74.907	56.53	107.710	65.59
	1	3.000	2.26	9.500	5.79
	1.2	13.1	9.89	0.000	0.00
	1.5	41.500	31.32	47.000	28.62

As both route options run in parallel relatively close to one another up to KP94.000, the results of the CBRA for each are very similar, and therefore they have the same recommended DoL. 0.5m is recommended for the first 6-7km, where the shallow bathymetry means that although there is a greater chance of the vessel master dropping anchor in an emergency situation, there is less traffic overall and the vessels that are present are smaller, and therefore have smaller anchors. Further offshore, between KP6.000 and KP41.000, the DoL increases to 1.5m where the routes pass through three areas where the AIS suggests shipping lanes are present – though these are not marked on admiralty charts. A small section between KP25.000 and KP28.000 reduces the DoL to 1m, where harder seabed geology results in reduced anchor penetration despite there being relatively high traffic density over this stretch of the cable routes.

The recommended depth of lowering then decreases again to 0.5m between KP41.000 and KP79.400, where aside from a few small sections, the threatline decreases in depth as the vessel traffic reduces in density, relative to nearer shore. The seabed geology through this section is variable, with both sand and clay units present throughout.

Between KP79.400 and KP92.500 of cable B, and KP80.000 to KP89.000 of cable C, the threatline depth intermittently increases to, in many cases, as deep as 1.7m below the SSBL. To reach an acceptable risk level, the recommended depth of lowering in this section is 1.5m. This increased risk profile is likely due to consistent loose sands in the burial profile (corresponding to large sandwaves in the region). Anchor penetration in these softer materials would be greater and therefore requires an increased burial depth for mitigation.

From KP92.500 to KP110.500 of cable B and KP89.000 to KP128.500 of cable C, the threatline reduces and the recommended DOL decreases back to 0.5m. The seabed in this section continues to consist of surficial sands with underlying non-mobile sands of variable density with gravel pockets. The reduced risk return period in this section likely corresponds to a relative absence of vessel traffic.

In the section of cable B from KP110.500 to KP120.000, the threatline increases again, with the recommended DOL increasing to 1.5m. Geological conditions do not differ significantly from the previous sections of each cable in the context of the CBRA, but there is an inherent increase in vessel traffic over the cable as a result of the re-routed traffic around the wind farm site. It should be noted that depending on the final boundary of the windfarm, the post-construction traffic may shift further east, repositioning this higher-risk section to approximately between KP119.000 and KP124.000. In this scenario, the DOL

could potentially be reduced due to the presence of high-strength subcropping clays in the burial profile on Dogger Bank.

On the final section of cable route B, between KP120.000 and 132.507, the recommended DOL reduces again to 0.5m with the decrease in post-construction traffic density, and associate decrease in risk, as the cable enters the wind farm boundary.

On cable C, from KP128.500 to KP136.500, an increase in recommended DOL to 1.5m can be attributed to the re-routed post-construction vessel traffic passing over the cable route. After this section, the recommended DOL reduces back to 0.5m for 5km, before increasing again to 1m as the cable passes through another, albeit less dense, post-construction vessel traffic lane from between DBSE and DBSW coinciding with decreasing depth (and its influence on  $P_{wd}$  and subsequent increase in  $P_{strike}$ ) as the cable traverses onto Dogger Bank.

In the final 16.71km of cable C, the recommended DOL decreases to 0.5m from KP147.000 to KP163.710, as the cable approaches the OSP within the windfarm boundary.

#### 5.4.2 CBRA Results with SAFECO $P_{incident}$ Value

As discussed in section 5.3,  $P_{incident}$  in the probability calculation for anchor strikes is a value determining the probability of an incident occurring on a vessel which causes the vessel to require to stop in an emergency/unexpected situation, e.g. the breakdown of equipment or the loss of all engines. The value used in the base case by GM is  $1.75 \times 10^{-1}$  (equivalent to a 5.7 year return period) incidents per year per vessel, as per DNV-RP-F107 (Ref. 14)13), noted as the probability of machinery breakdown for single engine tankers in the North Sea. Other values for  $P_{incident}$  are available and are listed in the Carbon Trust Application Guide (Ref. 14). As  $P_{incident}$  has the greatest influence on the outcome on the probabilistic calculation of the factors in Table 14, it is important to choose an appropriate value, and ideally this should be done using incident statistics for the region in which a cable is situated.

An alternative  $P_{incident}$  value to the one used in the CBRA calculation is  $2.5 \times 10^{-4}$  (equivalent to a return period of 4000 years), calculated as part of the SAFECO project (Ref. 30), and determined using statistics of vessel incidents in the North Sea under certain criteria. SAFECO calculates incident frequency as a product of the frequency of critical situations and the accident probability, given a critical situation. The  $P_{incident}$  value is derived based on a case study of incidents in the North Sea (including the Dover Strait), which uses data from Lloyd's Maritime Information Service (LMIS), European Waters casualty data from LMIS, Casualty causes from DAMA (Ref. 30), and major oil spill incidents. The CBRA results for each section of the two cables using the SAFECO  $P_{incident}$  value are presented in Table 22, Table 23 and Table 24.

Table 22: Cable Route B CBRA Results Summary Using SAFECO Pincident Value

Cable Start/End Point		Zone Length (km)	Recommended Depth of Lowering (m)	Strike Return Period (Years)	DNV Risk Category
KP Start (km)	KP End (km)				
0.000	2.500	2.500	0.5	1,000,000	1
2.500	6.000	3.500	0.5	1,000,000	1
6.000	9.800	3.800	1.5	1,000,000	1
9.800	25.000	15.200	1.5	1,000,000	1
25.000	28.000	3.000	1	1,000,000	1
28.000	28.800	0.800	1.5	1,000,000	1
28.800	41.000	12.200	1.5	1,000,000	1
41.000	44.250	3.250	0.5	1,000,000	1
44.250	57.100	12.850	0.5	1,000,000	1
57.100	64.000	6.900	0.5	1,000,000	1
64.000	79.400	15.400	0.5	1,000,000	1
79.400	92.500	13.100	1.2	1,000,000	1
92.500	103.700	11.200	0.5	1,000,000	1
103.700	110.500	6.800	0.5	1,000,000	1
110.500	118.600	8.100	1.5	1,000,000	1
118.600	120.000	1.400	1.5	1,000,000	1
120.000	132.507	12.507	1.2	1,000,000	1



Table 23: Cable Route C CBRA Results Summary Using SAFECO Pincident Value

Cable Start/End Point		Zone Length (km)	Recommended Depth of Lowering (m)	Strike Return Period (Years)	DNV Risk Category
KP Start (km)	KP End (km)				
0.000	2.500	2.500	0.5	1,000,000	1
2.500	7.000	4.500	0.5	1,000,000	1
7.000	9.700	2.700	1.5	1,000,000	1
9.700	22.000	12.300	1.5	1,000,000	1
22.000	25.000	3.000	1.5	1,000,000	1
25.000	28.500	3.500	1	1,000,000	1
28.500	29.000	0.500	1.5	1,000,000	1
29.000	40.500	11.500	1.5	1,000,000	1
40.500	44.200	3.700	0.5	1,000,000	1
44.200	57.000	12.800	0.5	1,000,000	1
57.000	63.900	6.900	0.5	1,000,000	1
63.900	80.000	16.100	0.5	1,000,000	1
80.000	89.000	9.000	1.5	1,000,000	1
89.000	128.500	39.500	0.5	1,000,000	1
128.500	136.500	8.000	1.5	1,000,000	1
136.500	141.500	5.000	0.5	1,000,000	1
141.500	147.000	5.500	1.0	1,000,000	1
147.000	163.710	16.710	0.5	1,000,000	1

Table 24: Cumulative CBRA Results Summary for Each ECR Using SAFECO  $P_{incident}$  Value

Cable	Cumulative $P_{strike}$	Cumulative Impact period (years)	DNV Risk Category
B	0.0000000147	6,818,399	1
C	0.0000000164	6,088,976	1

#### 5.4.2.1 SAFECO $P_{incident}$ Value Results Discussion

Table 22, Table 23 and Table 24 show the results of the CBRA calculation using the SAFECO  $P_{incident}$  value. Throughout all sections along both cable routes, the strike return period is greater than 1,000,000 years, and cumulative strike return periods for the entire cable routes are both over 6,000,000 years. Applying a 0m DOL to the full length of both cable routes, the cumulative strike return periods are 1,642,808 and 1,593,602 years for routes B and C respectively. The return period from the SAFECO sensitivity results would suggest that there is a near-zero risk from emergency or accidental anchoring on either cable route, even with a surface-laid cable. In addition surface laying of the cables would not protect from other anthropogenic or natural hazards such as fishing gear or stability/fatigue of the cables. Even with large strike return periods the risk is not zero, hence, using this result to plan the cable protection strategy is not recommended, it is known that anchoring does provide a risk to cables and there has been example failures across the industry. Local to the project site, nearby projects required burial depths in line, but in some cases shallower, than the base case, suggesting a reduction in DoL would be sufficient than relying solely on the recommendation from using the conservative approach to  $P_{incident}$  of the base case.

Ultimately, the acceptable risk level for anchor strike (or other causes of cable faults) is determined by the developer, using the results of the CBRA. Should the SAFECO  $P_{incident}$  value be chosen for calculation of risk and DOL, should an incident occur with the cable, the chosen burial depths (or lack thereof) may be more difficult to justify to insuring parties. GM acknowledges that the original  $P_{incident}$  value from DNV-RP-F107 and subsequent burial depths is conservative, whilst the results using the SAFECO value are potentially optimistic of the real risk profile. Ideally a figure for  $P_{incident}$  should be calculated for local vessel statistics, to best reflect the local conditions, knowing the best value for  $P_{incident}$  is somewhere between the two values presented in this report. With this taken into consideration, should the target DOL as calculated in the base case scenario not be achieved, the level of protection may still be sufficient when considering a reduced value of  $P_{incident}$ . Should the results derived using the SAFECO value be chosen, a minimum of 0.5m burial should be implemented for the full length of both cable routes to protect them from fishing activity and to provide stability.

## 6. BURIAL ASSESSMENT STUDY

### 6.1 Overview

As described previously, GM have assessed seabed conditions for the export cable routes to define recommendations for cable installation methodology. Burial techniques considered, at this stage, to be most appropriate for the site, can be taken forwards for further consideration when additional information becomes available.

At a high level, the site can be described as consisting primarily of sand or medium to stiff clays within the top sediment layer, with varying thickness up to 3m. There are areas in which the surface sediments are thin, with underlying hard substrate of till type material.

### 6.2 Cable Lay Options

The main construction options available for the offshore sections of the cable burial are:

- Post-lay burial of the cable utilising separate cable lay and burial campaigns with cable buried by cable plough or trencher after it has been laid on the seabed.
- Simultaneous lay and burial with a cable plough or trencher deployed and operated from the cable lay vessel.
- Pre-lay trenching utilising separate trenching and cable lay campaigns where the trench is pre-cut by a large plough or trencher followed by cable lay directly into an open trench followed by backfill by plough, natural backfill or rock placement.

The most appropriate method will depend on a number of factors, for example the cable type being approved for the method to be utilised or the required vessel/trenching tool combination being available for the desired installation dates and the burial conditions on the cable route. These three methods are discussed briefly below.

#### 6.2.1 Post-Lay Burial

In a post-lay burial operation, the cable is laid onto the seabed by a cable installation vessel. The same vessel can then return to carry out cable burial with the cable in place. Alternatively, a different vessel could carry out burial at a later date.

With the post-lay burial method, there is a risk of damage to the unburied cable during the intermediate stage between cable lay and burial operations from primary threats or cable instability at seabed due to metocean conditions. Post-lay burial with tools such as jet trenchers and mechanical cutters can induce tensions into the pre-laid cable due to cable friction as the cable travels through the machine. This can lead to free spans in sand wave areas. In addition, a kink can develop in the cable ahead of the machine.

Operational risks are always present surrounding launch and recovery of the burial machine from the vessel, especially in high sea states. Landing the machine on the seabed safely over the cable can also be a challenging operation in energetic seas and will be performed according to weather limitations identified through installation analysis. Cable routing through the machine can also be problematic, most modern tools are equipped with manipulators to manually pick up and load the cable into the trencher for burial, however, there are some machines in service that require diver assistance.

### 6.2.2 Simultaneous Lay and Burial

During simultaneous lay and burial, cables are laid and buried simultaneously with burial equipment (plough or burial sled) being towed by the cable laying vessel or barge or operated from the cable laying vessel where a self-propelled Remotely Operated Vehicle (ROV) is utilised generally for jetting or mechanical cutting burial methods. These may be free flying ROVs, or self-propelled tracked machines (TROVs).

This approach offers immediate protection to the cable and cable tension can be managed by the cable lay system as the cable enters the plough or trencher. The cable catenary can be monitored by ROV during the process.

### 6.2.3 Pre-Lay Trenching

For this method, a separate vessel would tow a plough or operate a trencher to cut a trench in the seabed for which the cable can be laid into by the cable lay vessel in a separate operation.

Laying the cable into a pre-cut trench is sometimes considered to offer a low-risk construction method, whereby a plough/trencher is used to create a large trench, carrying out the aggressive soil cutting without the presence of the cable. The cable can then be laid into this trench and back filled by a second pass with a backfill plough. This approach would mean that the risk of damage to the cable is much reduced compared to the post lay burial and the simultaneous lay and burial techniques. However, difficulties exist in co-ordination of the two vessels working together in this way, for accurate positioning of the cable and for maintaining an open trench, due to sediment infill. Broad disturbance of the seabed in this manner may also be less desirable from an environmental consenting perspective.

## 6.3 Cable Burial Options

The results of the CBRA detailed in section 5.4 ultimately determine what type of burial tool to use to achieve the recommended DOL. In general, burial methods can be categorised as ploughing, jetting or mechanical cutting. Different burial tools are optimised to perform in certain sediments – the types of tools available on the market are discussed in sections 6.3.1, 6.3.2 and 6.3.3 below, and section 6.3.4 evaluates their suitability for the site based on conditions discussed in section 4 and the results of the CBRA, detailed in section 4.

### 6.3.1 Cable Ploughs

Cable ploughing is the process of towing a subsea plough with a vessel with sufficient bollard pull capability to create a trench for the cable. This method has the largest effective range of soil conditions and will be suitable up to the dense / very dense sand and stiff clays. Ploughs are generally utilised for simultaneous lay and burial whereby the installation vessel tows the plough, and the cable is routed through the plough and laid into the open cut trench with assistance from a depressor on the plough. The trench can then either be left to backfill naturally or a backfill plough can be used to relocate the spoil from the initial trenching into the open trench on top of the laid cable.

Alternatively, ploughs can be used prior to cable lay to cut a trench along the lay route for which the cable can then be laid into. This may be required where boulder presence is a

concern and the pre-lay trenching is used to clear smaller boulders, with some tooling setups quoting the capability to clear boulders up to 1m diameter. Where this is deemed necessary, specialist boulder clearance ploughs can be utilised. When pre-cutting a trench, this should only be undertaken if it can be performed close enough to cable lay operations or in a non-mobile seabed such that the trench will not naturally backfill prior to cable lay.

Some additional considerations should be made when considering ploughing operations. Firstly, manoeuvrability is restricted for ploughing compared with alternative burial methods. This limits the achievable cable turn radius and means that less complex lay routes can be achieved. Many ploughs also require longer burial transition lengths compared with alternate methods. Geological hazards should also be considered such as excessive seabed slope resulting in risk of tooling overturning or less control of cable burial depth, along with soft soils resulting in risk of plough sinkage. Tool selection should also be made considering features of available tooling on the market, for example some will require diver assistance for routing of the cable through the tooling and some will have diverless options which may be favourable in terms of project risk and commercial costs of diving operations.

As discussed, cable ploughs can work in a wide range of soils and are suitable for low to high strength clays which can be sheared but less suitable for dense sands which can increase tow force and likelihood of plough ride out. The high tow forces exhibited in sand are caused as the plough shears the granular material, this causes dilatancy in front of the shear. As the sand accumulates strain, the soil particles dilate, increasing void space. Pore pressures become negative causing apparent strength gain, until pore pressures eventually equalise due to water ingress. To reduce the high tow force generally exhibited in sands during ploughing, the cable plough shear can be fitted with a jet system. This addition of water reduces the negative pore pressure and therefore reduces the tow forces experienced.

The different types of cable burial ploughs are listed below:

- Conventional Narrow Share Cable Ploughs
- Advanced Cable Ploughs – a new generation of cable ploughs, which have been designed to achieve increased depth of lowering for subsea cables of depths up to 3.0 m.
- Rock Ripping Ploughs – suitable for outcropping rock, or where the seabed strata are exceptionally hard and beyond the capabilities of a conventional narrow share plough.
- Vibrating Share Ploughs - consists of a narrow share, which is vibrated to ensure cutting progress through difficult seabed conditions, such as gravel beds.

#### 6.3.2 Jet Trenchers

A jetting system works by fluidising and/or cutting the seabed using a combination of high flow low pressure and low flow high pressure water jets to cut into sands, gravels and soft to firm clays. Jetting tooling is generally effective from very loose up to medium dense or dense sands. In some cases, a dredging/eduction system is employed to suck out the fluidised material to leave an open trench into which the cable then falls by its own weight.

The mechanisms for jet trenching in clays and cohesionless sands/gravel soils are fundamentally different. Sands are most efficiently fluidised by a large volume of water (high flow / low pressure water jets) flowing over the trench cross sectional area, with a

large water volume required to lift the sand particles into suspension. Coarser materials such as gravels fall rapidly through the water column and as a result it is very difficult to displace these soils and adequately bury a cable through coarse soils. Reduced DOL could be seen in areas of higher gravel content.

Conversely, in clays, the jet pressure (low flow / high pressure water jets) must be greater than a threshold value at which the clay can be cut, related to the undrained shear strength. As this pressure is partly generated through the available hydrostatic pressure at seabed, it may not be suitable in low water depths unless modified. A second pass may also be required utilising the high flow / low pressure setup, to remove the pre-cut clay blocks if the flow rate on the first pass is not sufficient.

The trench will naturally backfill due to settlement of sand particles out of suspension. Based on experience with jetting machines, between 60% and 80% backfill in the trench will be achieved to natural seabed level if one pass is required.

Jetting systems are most commonly used for post lay burial operations; however they can be used for simultaneous lay and burial. Tooling for this method are generally Tracked Remotely Operated Vehicles (TROVs) but may also be free flying tools or towed tools mounted on skids. Jetting nozzles are generally installed on two long jetting swords that are lowered into the seabed either side of the cable to fluidise / remove seabed material to allow the cable to be lowered. Sword lengths can be adjusted according to the required burial depth of the cable.

Jet trenchers generally reduce the risk of cable damage as there is no planned direct contact with the cable, and therefore can also be used near cable crossings. Multiple passes are possible in order to achieve target depth of lowering/depth of cover requirements. However, where deep burial is required, cable detection may be difficult.

Jetting tools are generally best suited to softer and looser ground conditions. Where bearing capacity of soil is a concern to support the TROV weight, buoyancy can be installed as required to reduce the submerged tooling weight, however lighter tools or free-flying tools are more susceptible to metocean conditions and may have high weather limitations. Tooling operations may be limited by water depth for submerged pumps to work, in which case surface water supply may be required when working in shallow water for example near landfall areas.

### 6.3.3 Mechanical Cutters

Mechanical trenchers are usually post lay burial machines suitable for consolidated high strength cohesive sediments and weak/fractured rock. They typically fall into two categories mechanical rock wheel cutters or mechanical chain Excavators. These two types are discussed below:

- **Mechanical rock wheel cutters:** Mechanical rock wheel cutters are used to cut narrow trenches into hard or rocky seabed and consist of a rotating wheel disc, which is fitted with rock cutting teeth.
- **Mechanical chain Excavators:** The chain Excavator tool consists of many cutting teeth and a further number of mechanical scoops which are used to transport the cut material away from the trench. An auger is sometimes in place, which helps move material away from the trench or clogging the chain cutters.

When trenching in hard clays and rock for both rock wheel cutter and mechanical chain trenchers a narrow slot is formed into which the cable is lowered. The material is removed as the action of the cutting causes it to be broken down into its constituent parts.

Significant thicknesses of sand and gravel are likely to hinder performance as the tool relies on the action of ripping cohesive soils. To aid with lowering, mechanical cutters can be fitted with a rear jet leg/eduction system which clears the trench of granular soils and back fill material. A mechanical cutter is generally fitted with a depressor which guides the cable through fluidised materials increasing DOL. On rocky outcrops, the seabed might be too uneven for the trencher to operate normally. Typically, sudden changes in elevation should be smaller than 0.3 m and slopes below 15°, although this is dependent on the size and limitations of the specific trencher. Aratellus' Leviathian Trencher, for example, has fully articulated separate tracks and so is likely to be much more capable of operating on an irregular, rocky seabed.

The magnitude of the seabed relief, in the context of the footprint of a mechanical trenching tool, must be understood in detail in order to assess the stability of the trencher and its ability to progress across the seafloor.

It is common that mechanical cutters are utilised for short sections of cable routes where required to trench within hard ground. These are generally avoided where possible due to slow progress rates, for this reason they are generally used for pre-lay or post-lay trenching rather than simultaneous lay and burial which would significantly slow the progress of the cable installation vessel.

Mechanical cutting tools are deployed and controlled from a vessel with sufficient capacity crane or A-frame LARS. They are generally TROV type vehicles and can include additional features such as cable loading manipulators. Cutting tool wear is a particular consideration for these tools, and rock wheel / cutting chain teeth should be selected carefully based on the seabed material.

Mechanical cutting can cause substantial suspension of sediments in the vicinity of the tool, which can be a risk for environmental consenting. The relevant authorities should be consulted on what mitigation is required, but this could include for example turbidity monitoring buoys.

#### 6.3.4 Cable Burial Tool Suitability

As described above, multiple different types of burial tools are available for subsea cable installation, however the performance of the tools will vary depending upon the sediment type and other factors. The general suitability of different burial equipment is given within Table 25, taken from the BERR report 2008 (Ref. 19).



Table 25: Burial Performance Comparison

Cable Burial Devices	Burial Device Options	Sediment Type					
		Sands	Silts	Gravel	Weak Clays	Stiff Clays	Rock
Cable Burial Ploughs	Conventional narrow share cable ploughs	✓	✓	✓	✓	✓	✗
	Advanced cable ploughs	✓	✓	✓	✓	✓	✗
	Modular cable ploughs	✓	✓	✓	✓	✓	✗
	Rock ripping ploughs	✓	✓	✓	✓	✓	✓
	Vibrating share ploughs	✓	✓	✓	✓	✓	✓
Tracked Cable Burial Devices	Jetting systems	✓	✓	?	✓	✗	✗
	Rock wheel cutters	P	P	P	✓	✓	✓
	Chain excavators	P	P	✓	✓	✓	✗
	Dredging systems	✓	?	?	✗	✗	✗
Free Swimming ROVs with Cable Burial Capability	Jetting systems	✓	✓	?	✓	✗	✗
	Dredging systems	✓	?	?	✗	✗	✗
Burial Sleds	Jetting systems	✓	✓	?	✓	✗	✗
	Rock wheel cutters	P	P	P	✓	✓	✓
	Chain excavators	P	P	✓	✓	✓	✗
	Dredging systems	✓	?	?	✗	✗	✗

#### KEY

✓	=	Should be capable of burial.
?	=	Performance will be related to the type of sediment and the power delivery to the burial device.
P	=	Performance possible in the sediment type but not an ideal application.
✗	=	Unlikely to be capable of burial.

Figure 31 below from DNV (Ref. 13) also summarises burial method suitability in various ground conditions and thus the optimum ground conditions for each burial tool can be derived. As can be seen for cutting, by adding a dredging (or jetting) system, the graph could be extended into looser materials. The figure also highlights that ploughing is more suitable for a wider range of soils. Therefore, in sites with variable material, ploughing could be the optimum tool. However, this is based purely on soil conditions, other factors such as water depth, seabed features and commercial factors all influence the choice of burial asset used.

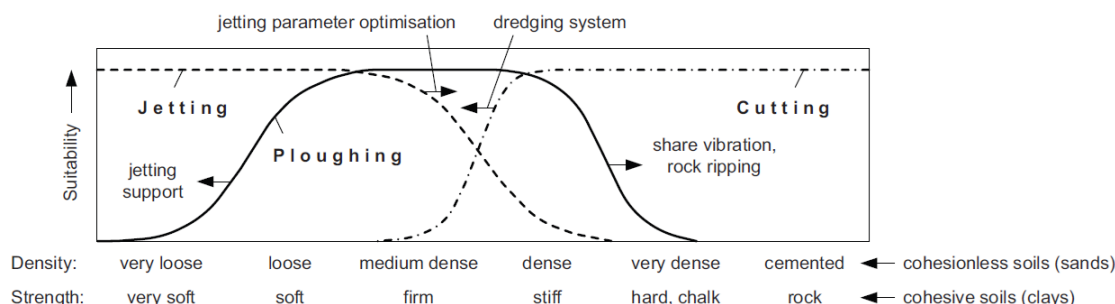


Figure 31: Indicative Burial Tool Suitability in Different Ground Conditions (Ref. 13)

In general, it can be summarised that the ploughing method is suitable for a wide range of ground conditions, jetting techniques are suitable for soft or loose soil conditions, and mechanical cutting is required in the hard or dense soils and rock.

The above is a guide that should be considered when selecting burial methodology, however, additional considerations need to be made with regards to the site conditions when selecting the burial tooling and methodology. For example, boulder presence within the lay route, geological features, potential mobility and expected metocean conditions will all factor into the decision-making process when selecting burial tooling, along with the overall methodology including if post-lay burial or simultaneous lay and burial will be most suitable. This is further described for each method in the sections below.

The three methods described above have differing anticipated progress rates within different seabed materials. These anticipated progress rates are shown in the table below:

Table 26: Anticipated Burial Tool Progress Rates

Burial Tool	High Level Anticipated Progress Rate	
	Loose Sand / Soft Clay	Dense Sand / Stiff to Hard Clay and Rock
Jet Trencher	200-350 m/hr	100-200 m/hr
Cable Plough	200-400 m/hr	200-400 m/hr
Mechanical Cutting	200-350 m/hr	70-150 m/hr

## 6.4 Dredging Operations

Dredging volume calculations have been made through consideration of the seabed elevation at the seabed surface as per the bathymetry obtained during the 2022 geophysical survey (ref. 2), and assuming dredging to a depth a maximum of 2m above the required cable depth. This is expected to give a good estimation of the likely dredging requirements prior to cable installation.

The dredging volume calculation was based on each cable centreline, offset transversely by 6m to create a 12m-wide base of trench, which is considered a sufficient corridor for typical trenching tool width and cable lay tolerance. Dredging has been considered where  $\text{total burial DoL} + (2022 \text{ bathymetry} - \text{SSBL}) > 2.5\text{m}$ . As a conservative calculation, where dredging is required, dredge volumes are calculated to SSBL rather than DoL. In theory, dredging could be conducted down to the recommended DoL, however, due to the shape of the dredged trench any increase in depth results in a large increase in width. This means it is more economic and environmentally viable to reach the DoL below the SSBL via jetting.

The trench profile cross section has been calculated considering 1:3 side slopes. 1:3 was as appropriate following consultation with dredging contractors given the sand conditions within the site. The achievable side slope is dependent on sand density, with looser sand more susceptible to slope failure and infill of the dredged trench.

A dredged surface was generated for each of the cable routes, and the volumetric dredge calculations were performed along each cable route. This is shown in Figure 32 below.

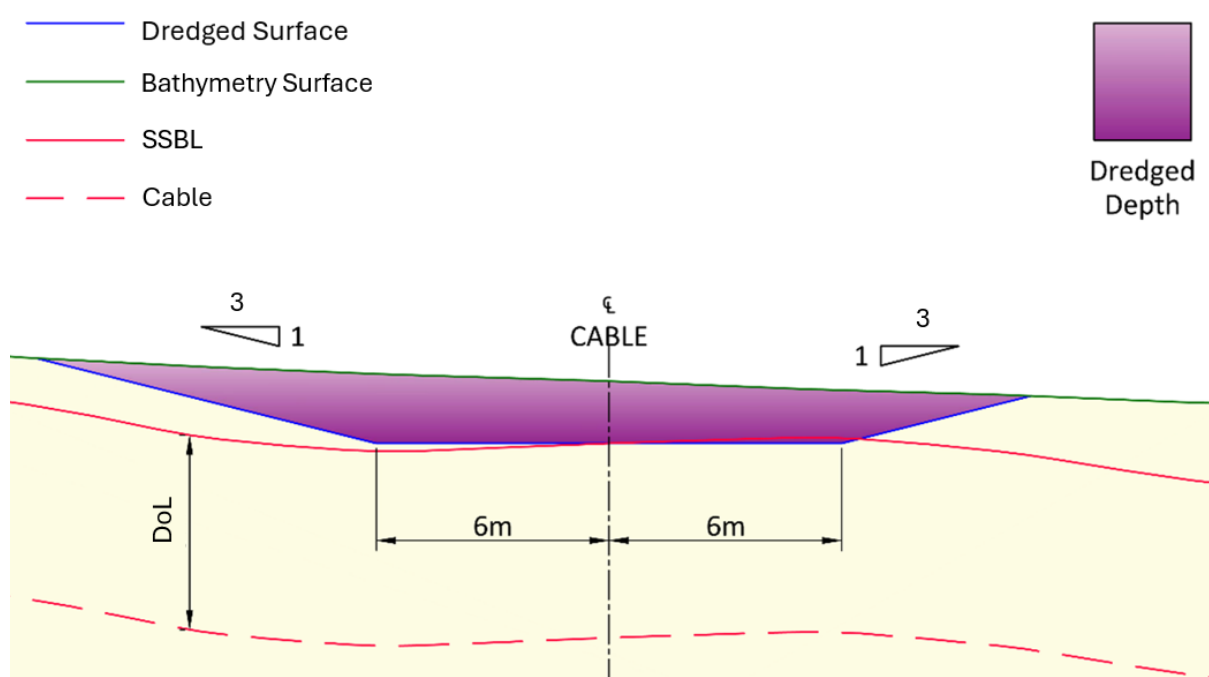


Figure 32: Typical Dredging Cross Section

The maximum dredge volumes using the 2022 bathymetry and the 2m burial surface are shown for both routes in Table 27, noting that these are subject to change following further studies regarding repeat bathymetry surveys and updates to sediment mobility studies and calculations of stable seabed level. The full listing of the dredge volumes with

max, mean and min dredged depth for every 100m length requiring dredging is provided in Appendix D.

Table 27: Maximum Dredge Volume Values From 2022 Bathymetry

Route Option	Estimated Dredge Volume (m3)
Route B	227,886
Route C	297,391
<b>Total</b>	<b>525,277</b>

## 6.5 Burial Assessment Methodology

A preliminary burial assessment and tool suitability assessment has been undertaken for the cable route options for most commonly used tools, as described above. This assessment was based on the anticipated ground conditions along each cable as well as tool specifications and limitations that might affect suitability. Each tool to be used alone is graded into the following system:

- Suitable – Likely to achieve burial
- Possible – Unlikely to achieve consistent burial throughout
- Not Suitable – Unlikely to achieve burial

The tool suitability has been assessed for the seabed conditions and required burial depths for each of the export cable options. Broadly speaking, sections of the export cable routes can be categorised by burial class which is determined by the seabed composition within the target depth of lowering established within the CBRA (Section 5). These burial classes are shown below:

Table 28: Cable Burial Classification

Burial Class	Description		Achievable Burial Depth
	General	Geology	
A	Full burial expected to target depth in a single trencher pass. Constant burial conditions with low variability.  Optimal plough or jetting progress rate.	Thick very loose to medium dense sands / silts and soft to firm clays.  Generally flat seabed and absence of features hindering burial operations.	Target or beyond
B	Reduced and variable burial conditions.  Reduced progress rate possible.  Potential for reduced success with jetting tools and / or multiple passes expected with potentially different tooling such as mechanical cutters.	Medium dense to dense sand and stiff to very stiff clay or loose / soft sediment sitting over a dense to very dense unit.  Minor bedforms, slopes <10 degrees expected to impact tool progress.	Within Target
C	Poor burial expected, with possible areas of cable exposure.  Slow progress rate with high risk of not achieving full burial.	Stiff to very stiff clay and up to very dense sand/silt and consolidated sediment / bedrock, or a thin unit of loose/soft sediment sitting over a dense to very dense unit or rock.  Bedform slopes > 10 degrees.	Potentially Less than Target

## 6.6 Burial Assessment Results

The results of this analysis, in the form of Burial Assessment tables, are shown in full in Appendix F. The most suitable tools for defined sections of the two cable routes are summarised in Figure 33. A summary of the burial class noted for each cable route is also provided in Table 29.

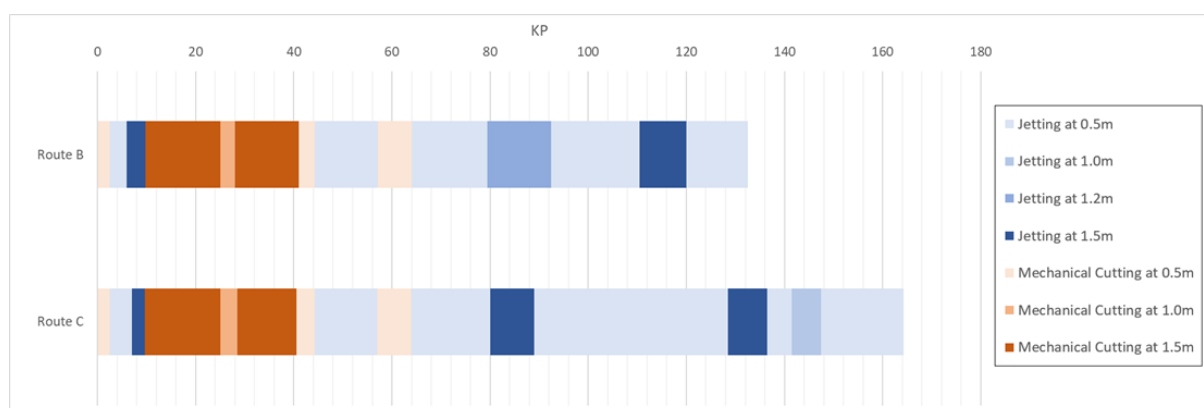


Figure 33: Burial Assessment summary for both cable route options

Table 29: Burial class by total distance per route and by percentage of route length

	Burial Class (By Distance in km)			Burial Class (By % of Route Length)		
	A	B	C	A	B	C
<b>Cable B</b>	74.41	38.85	19.25	56.15	29.32	14.53
<b>Cable C</b>	107.51	34.50	22.20	65.47	21.01	13.52

Using the results from the CBRA and planning a burial strategy with regards to tool type and burial depths in the BAS allows the recommendation of an installation methodology of the options outlined in section 6.2, and suggested vessels and tools to conduct the operation. Burial depths are set at 0.5m, 1m, 1.2m, and 1.5m, with a combination of jetting (covering the majority of the routes) and mechanical trenching.

The burial classes from the BAS have changed following re-calculation of the CBRA results accounting for the additional geotechnical data and resultant updated ground model from Fugro (initial update for Rev 04 of this report and followed through to subsequent revisions). This change mainly consists of a shift into a greater percentage of both routes (by cable distance) being allocated as class B or C. The additional information available in the Fugro ground model following the incorporation of the geotechnical data allowed a more accurate classification of the cable routes to be made, with more geohazards identified in the soil units than with geophysical data alone.

## 6.7 Suggested Cable Installation Methodology

The suggested cable lay methodology is a post-lay burial solution, using a powerful jetting tool in combination with Mechanical Trenching and potentially Mass Flow Excavation and remedial protection measures. The majority of the cable corridor(s) have soils that are suitable for jet trenching, with some sections where jetting will be unlikely to achieve the recommended DOL due to the presence of subcropping high-strength clays, chalk, sandstone, limestone or mudstone bedrock. These areas occur for both routes in the

nearshore between KP0.7 and KP2.3, and further offshore intermittently between KP22 and KP64. In these limited areas, a tool that can be reconfigured with a mechanical chain cutter will be advantageous - mobilising a dedicated chain cutting tool and TSV in addition to a jetting spread may not be cost-effective. Subsea Rock Installation (SRI) may be required in these sections if the target DoL is not met after the trenching campaign, either due to challenging conditions preventing full burial being reached or for scenarios such as bights for tool deployment and grade-in/out. SRI is further described in section 6.7.5.

Mass or Controlled Flow Excavation (MFE or CFE) is further described in section 6.7.5. MFE/CFE may be required on the potentially mobile features across large sections of both cables' routes. To determine precisely where MFE/CFE may be required, repeat bathymetric surveys should be conducted and used to calculate a stable seabed level (SSBL), equivalent to the depth below seabed at which sediments are not mobile. Where the sum of the depth of the mobile layer and DoL below the SSBL are greater than a chosen burial tool's maximum burial depth capability, MFE/CFE will be required.

Post-lay burial is recommended to avoid the risk of trench infill by the surficial sands found over much of the corridors for each cable route option that could happen if a pre-lay trenching approach is used. Despite the risks outlined in section 6.2.1, most modern post-lay burial solutions are now equipped to mitigate issues locating and acquiring the cable on the seabed. As much of the route is jettable, using a dedicated jetting tool (or configuration of a hybrid tool) and a small amount of mechanical trenching maximises efficiency of the burial campaign, whilst separating the two burial phases allows more flexibility in scheduling. This method also decreases the amount of time a dedicated cable ship is required, as all the burial can be conducted using a TSV, after the cable is laid on the seabed.

Mechanical chain cutters should be sufficient for the mechanical trenching scope, as the sediments requiring excavation are stiff clay, glacial till or in fewer cases sedimentary rocks (i.e., mudstone, limestone and chalk). Tools capable of digging in extremely high-strength seabed such as rock-wheel excavators could be used but would not be suitable for most of the route length and are more limited in burial depth capability compared to chain cutters due to the diameter of their cutting wheels. A chain cutting tool with the ability to cut the highest strength bedrock to be encountered (850kPa) is recommended.

As less preferential options and depending on burial asset and vessel availability, simultaneous lay and burial using a jet-assisted plough, or pre-lay trenching if the sediments are stable enough could also be used. Simultaneous lay and burial is less preferential as there is a greater risk of damage to the cable during installation, and using this method may limit the cable ship that could be used, as it would need sufficient bollard pull for a plough and would take more time when compared to surface-laying the cable. Additionally, ploughs typically encounter grade-out issues and reduced or changeable burial in dense sands, which are likely to be present across much of the site.

Based on the water depths nearshore, most cable ships with relatively shallow draughts should be capable of getting close enough to shore during neap tides to safely carry out a cable float-in operation. To mitigate the risk of damage to the cable in between laying on the seabed and the burial campaign, guard vessel(s) can be utilised along with working with the relevant authorities to impose navigational restrictions on the cable route if feasible.



### 6.7.1 Suggested Jetting Tools

#### *Delta Subsea T1000 – Post-lay Burial*

The T1000 is a 750kW jetting ROV capable of up to 3m burial depth. It is capable of jetting in sands to firm clays up to 80kPa resistance, allowing it to cover the majority of the cable route. Whilst not amphibious, it can operate in as little as 0.5m, which in conjunction with a sufficient umbilical and cable ship or barge, would allow burial almost all the way onto shore. The T1000 is also self-propelled meaning a high bollard pull vessel is not required, and it can also be deployed under relatively high sea-state conditions.

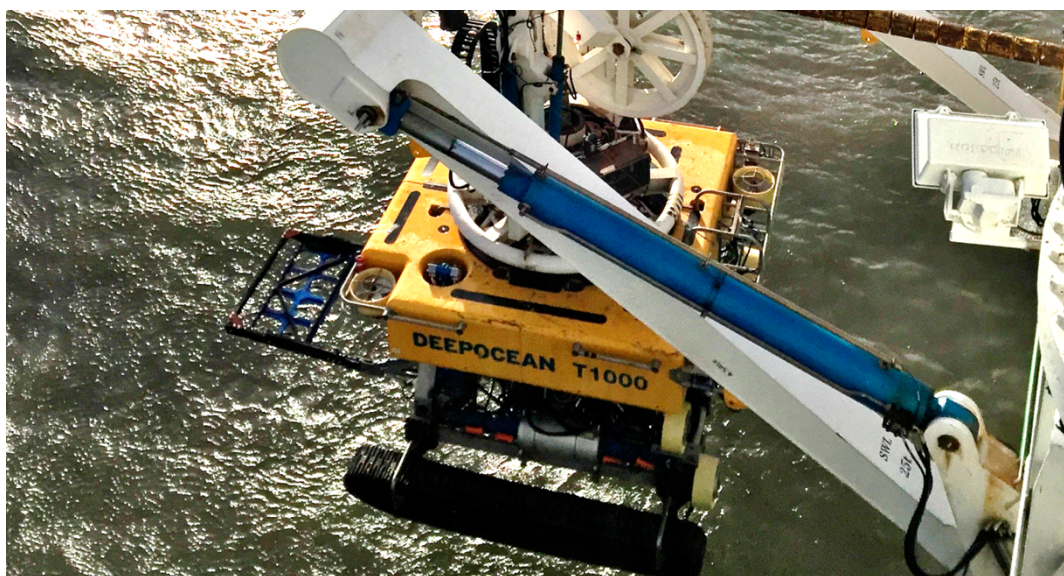


Figure 34: Delta Subsea's T1000 Jetting ROV

#### *Asso Subsea AssoJet III MK2 – Post Lay Burial*

As a more powerful jetting option, the newly developed AssoJet III MK2 has up to 1.56MW of power with a 3.2m burial depth capability, allowing it to work in soils up to 150kPa. This capability means it should achieve burial in approximately 80% of soil conditions across the site. The tool can be configured with sleds or tracks for towing or self-propelling and has multiple jetting sword options to cater for the expected soil conditions. It can be deployed in high-sea states and also has backfill/trench collapsing capability.



Figure 35: AssoJet III MK2 Jet Trencher

### 6.7.2 Suggested Combined Jetting and Mechanical Trenchers

#### *Jan de Nul UTV1200 – Post or Pre-Lay Burial*

This trencher, whilst not self-powered, has the ability to work over 1km from its support vessel due to the long umbilical available. It can use either a chain cutting tool or jetting sword to facilitate burial, both of which can be swapped at sea, saving on mobilisation and reconfiguration time. With the site conditions expected, the cutting tool would likely be the tool of choice for section of the cable with burial class C. The jetting sword could be used for sections classed A or B, the latter of which may need multiple jetting passes or cutting if jetting fails. The overall design is low and wide, meaning it will be stable in turbulent metocean conditions.



Figure 36: Jan de Nul's UTV1200 Mechanical cutter

#### *Boskalis Trenchformer – Post or Pre-lay Burial*

The Trenchformer is a 1200kW vehicle designed to work in sands, silts, clays and rock, using a variety of interchangeable tools. This means it could be used both for cutting and jetting scopes of the protection campaign, if reconfigured. It is suitable for post-lay trenching but can also work in simultaneous lay and burial mode. It has amphibious capability, meaning it could start burial on the beach and progress offshore, if deployed with a suitable cables ship or barge. As with the UTV1200, the Trenchformer's cutting tool would be most suitable for areas designated burial class C, and the jetting spread could be used for areas classed A and B.



Figure 37: The Boskalis Trenchformer

### 6.7.3 Suggested Ploughing Tools

#### *Delta Subsea ACP2 Plough (or equivalent) – Simultaneous Installation and Burial*

As an alternative to post-lay jetting, simultaneous lay and burial of the cable could be conducted using a jet-assisted plough like the ACP2. Many companies now own and operate jet-assisted cable ploughs as they are cost-effective ways of installing cables based on the smaller well-established telecom cable ploughs. The main disadvantage of using ploughs is having to run the cable through them to achieve burial, which can increase the risk of cable damage. A jet-assisted plough should however perform well in all but the hardest soil conditions encountered on the route. Ploughs can also be started from the beach and towed offshore, allowing potentially uninterrupted burial from landing to deep water, though they can only be operated by a cable lay vessel with a sufficient bollard pull and A-frame.



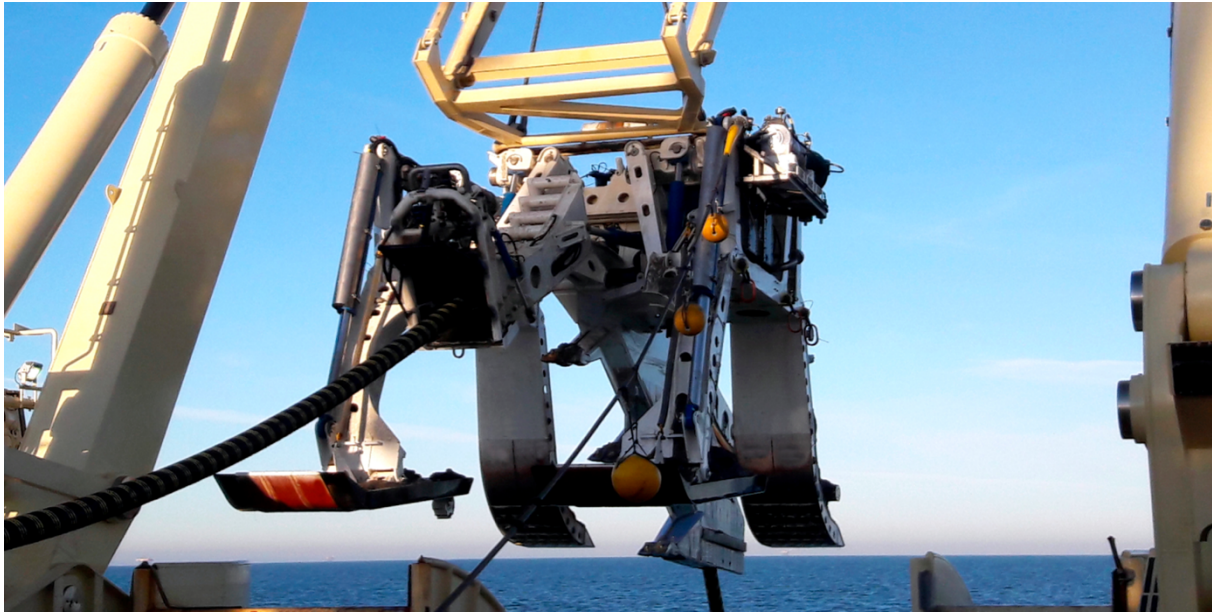


Figure 38: Delta Subsea's ACP2 cable plough

#### *Helix Energy i-plough – Pre-Lay Trenching and Post Lay Backfill*

As an alternate method to post-lay burial, the i-plough provides simultaneous boulder clearance and trenching to 1.9m depth, and can be reconfigured and re-deployed after cable lay to backfill the trench. The plough is a large and heavy tool, requiring a dedicated high bollard pull vessel, but is capable of trenching in firm clays and glacial till and can remove sub-surface boulders and deposit them to the sides of the trench. Though the plough may not be as effective in areas of sands, it could still be used to clear boulders and sand waves for a jetting tool to then bury the cable. If the surficial sands are stable enough and cable lay happens shortly after the plough runs, a jetting tool would not be required at all.

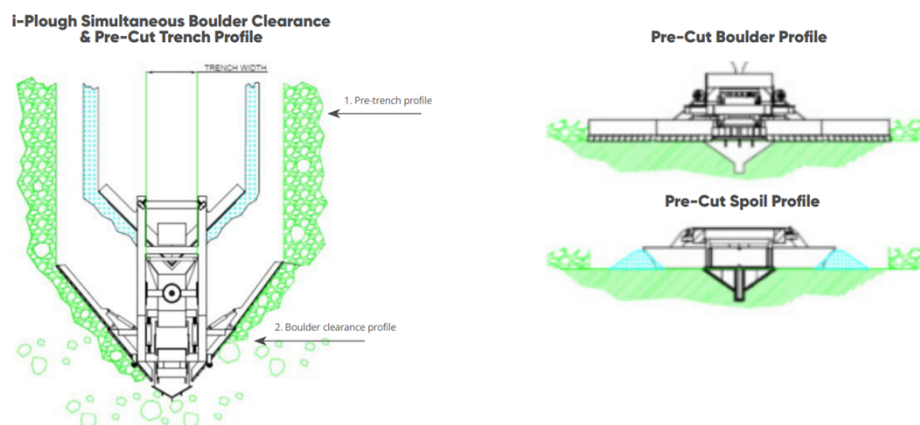


Figure 39: Diagram of the i-Plough's trenching profiles

#### 6.7.4 Suggested Installation Vessels

##### *Boskalis Ndeavour*

Though not specifically a Cable barge, the Ndeavour has retractable thrusters allowing a flat-bottom draught of as little as 2.75m and the ability to beach itself, which would allow it to get very close to shore and minimise the length of a floated section of cable. The vessel has a 100Te SWL A-frame allowing for deployment of large trenching vehicles and tools.



Figure 40: Boskalis Ndeavour Cablesip

##### *Cable Enterprise*

Prysmian's Cable Enterprise is a highly capable Cable Laying Barge with a 4000Te capacity carousel, DP2 positioning, a seven-point mooring system for station-keeping and beaching capability. Cable Enterprise has a 60Te A-frame and sufficient bollard pull for towing Burial tools that are not self-propelled, though it is larger and has a slightly deeper draught of 5m.





Figure 41: Prysmian's Cable Enterprise Barge

### *Delta Subsea Connector*

The Connector is a versatile cable ship with a demonstrated history of performing shore-end operations in shallow waters, including a successful beaching operation. With a minimum draught of 3.6m, it carries a 7000Te capacity turntable, a 60Te A-frame and has a 7-point mooring system. It has sufficient bollard pull for towing burial tools that are not self-propelled.



Figure 42: Delta Subsea's Connector performing a beached cable landing

### 6.7.5 Suggested Remedial Protection and Seabed Preparation

#### *Mass or Controlled Flow Excavation*

MFE (also called CFE by some operators) is the process of trenching using a large, directed flow of water through a shaped funnel to 'blow' away loose sediment. MFE tools are relatively simple to operate, usually being deployed by crane from a surface vessel with an umbilical to deliver a power supply and will usually have on-board thrusters for accurate subsea positioning and station-keeping. They are most useful in the context of cable protection for seabed preparation in the form of levelling mobile sediment features to improve gradients, ease the reaching of DoL for trenchers and can also be used post cable laying to provide shallow remedial burial, for example of a Cable Protection System close to a J-tube on an offshore substation or wind turbine. They are either not economic or not suitable for reaching deeper burial depths, burying long sections of cable or for use in more consolidated sediments.

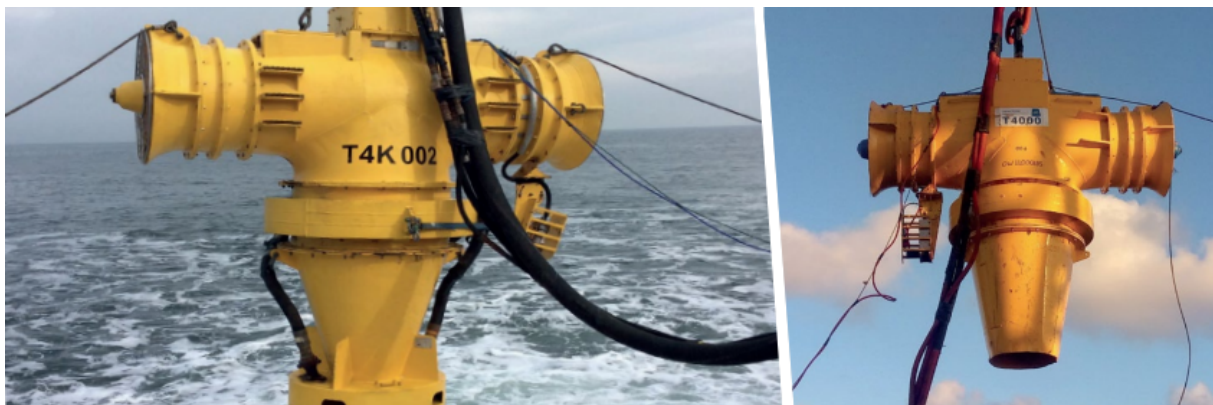


Figure 43: James Fisher Offshore's T4000 Controlled Flow Excavator

#### *Subsea Rock Installation or Rock Dumping*

Subsea Rock Installation (SRI) is the process of accurately piling rock on a location or along a route, using a specialised vessel and subsea tool. The vessels have large bulk stores for carrying the rock material, which is deposited via a fallpipe with a controllable opening at the seabed-end. The opening is controlled by the subsea tool, which usually features cameras and sonar to monitor the rock placement and thrusters for accurate positioning. SRI is typically used to provide scour protection to subsea structures and additional protection to buried or surface-laid products by means of 'artificially' increasing the burial depth.



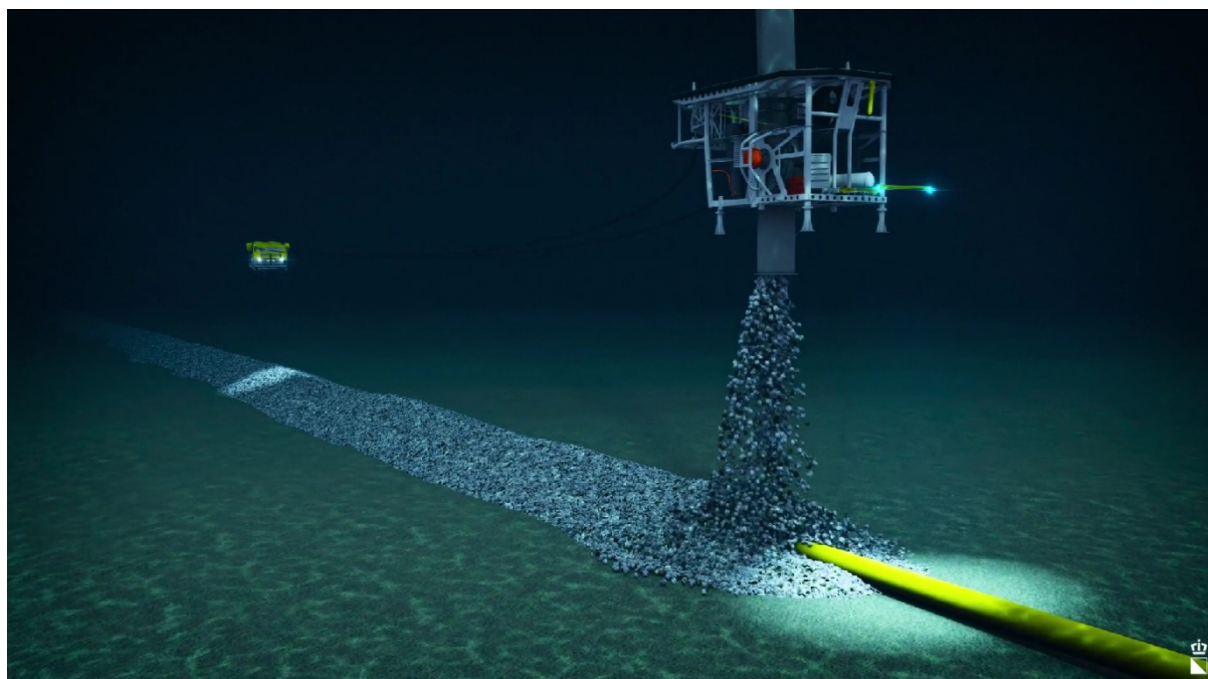


Figure 44: Boskalis' Fall Pipe ROV with integrated inspection ROV conducting rock placement

## 7. CONCLUSIONS AND RECOMMENDATIONS

Global Maritime have conducted CBRA for the Dogger Bank South ECR options, including a review of the bathymetry and sub-seabed geology, and a resulting BAS, concluding on a recommended Depth of Lowering across all routes and suggested installation methodology.

The site conditions were assessed to determine the geological layers of the seabed within the export cable route option corridors. Using the provided Ground Model Report, 2DUHRS, SBP and Geotechnical data from Fugro, geological units could be spatially defined along the routes, and simplified into a two-layer ground model for input into the CBRA calculations.

The site condition assessment and two-layer ground model were then utilised using Global Maritime's CBRA method with modelled post-windfarm installation vessel traffic to analyse the anchor strike risks to the cable and propose target burial depths along each RPL to minimise the risk to acceptable levels whilst also maintaining practical burial depths along each cable route. The burial depths and risk profile for each cable is detailed within the alignment charts appended.

An SSBL was also calculated to identify areas in which mobile bedforms could create burial depths beyond the capability of typical burial tools on the market. These areas could then be designated for dredging, and an estimation of the volume of sediment to be dredged made.

The predominant geological conditions are areas of mobile sand features overlying either more (non-mobile) sand (often with gravel pockets), sand and clay, clay, glacial till or chalk, mudstone or sandstone bedrock. The thickness of the upper softer sediment layer varies dramatically across the site, which strongly influenced the burial tool and installation methodology recommendation.

Key risks on the site can be defined as:

- Areas where shallow water, high vessel traffic and thinner or softer sediment layers coincide, resulting in a deeper DoL recommendation in areas with challenging burial conditions. These locations are as follows:
  - In the nearshore between the end of the HDD and KP2.500, where the risk level is low but burial may be difficult in subcropping and outcropping bedrock
  - Between KP9.700 and KP41.000, where the calculated threatline depth results in a target DoL of 1 to 1.5m in the presence of high-strength clays and bedrock.
  - The last ~10km of route C where the relatively shallow waters over Dogger Bank and presence of vessel traffic result in an increased DoL of 1m
- Large mobile features that may prevent DoL being achieved below the non-mobile layer, and create a hazard for the operation of burial tools due to steep gradients
- Gravels and subcropping high-strength clays or bedrock within the burial profile in sections designated for burial with a jetting tool

It should be noted that whilst there is no specific acceptable risk value that must be attained through protection from anchor strike through burial, it is common for cables to be protected to specifications to DNV Cat 2, which is specified as a return period > 10,000 years. As this is not specified by cable length, target burial depths were determined based

on maintaining > 10,000 years return period cumulative across each section of the cable routes as defined by changes in burial depth, hence where the cumulative return period across the entire cable routes in this case have a return period of less than 10,000 years.

As mentioned, a key driving factor when determining the required burial depth for anchor strike protection is the soil properties, as these dictate anchor penetration. The results of the CBRA should be computed if the cable routes are changed, as this study focusses on specific routes engineered in conjunction with the CBRA.

With this additional information, it is also recommended that a detailed BAS with the specific burial tool(s) to be used for cable installation and consideration of the strengths of the geological units in relation to the specific tool's ability is conducted to further optimise the cable protection methodology, further reducing burial and vessel time.

## APPENDICES

## APPENDIX A   DESIGN RISK REGISTER

## Geohazard & Geotechnical Risk Register (GRR) - Cables



<b>Client :</b>	RED
<b>Project :</b>	Dogger Bank South Offshore Wind Farm Export Cables
<b>Project No :</b>	PRJ111361
<b>Revision History:</b>	6


Revision	Date	Reason for Revision	Author	Reviewer	Approver
1	28/04/2023	First issue	FDI	MLA	MLA
2	05/06/2023	Second issue	FDI	MLA	MLA
3	22/06/2023	Third Issue	FDI	MLA	MLA
4	23/08/2024	Forth Issue	FDI	MLA	MLA
5	11/10/2024	Fifth Issue	FDI	MLA	MLA
6	15/11/2024	Sixth Issue	FDI	MLA	MLA



RISK MATRIX

Severity	Consequences/ Impact			Probability				
Category	Injury/ Illness	Environmental Impact	Financial Loss/ Asset Damage/ Reputation	A (Very Unlikely)	B (Unlikely)	C (Possible)	D (Likely)	E (Very Likely)
1 (Negligible)	Negligible injury or health implications, not affecting work performance or causing absence (First Aid Case)	- Pollution/ spills of <1 litre - Minimal/ insignificant environmental impact	<USD \$10,000, or <1% cost impact	L	L	L	M	M
2 (Minor)	Minor injury/ illness leading to Medical Treatment Case (MTC)	- Pollution/ spills between 1 - 10 litres - Minor/ short term pollution impact	USD \$10,000 - <USD \$100,000, or 1-5% cost impact	L	L	M	M	M
3 (Significant)	Significant injury/ illness leading to Restricted Work Case (RWDC)	- Pollution/Spills between 10 - 100 litres - Pollution with some worksite impact	USD \$100,000 - <USD \$500,000, or 5-10% cost impact	L	M	M	M	H
4 (Serious)	Serious injury/ill-health leading to days away from work (Lost Work Day Case - LWDC)	- Pollution/Spills between 100 litres - 100 m3 - Significant pollution with worksite and off-site impact	USD \$500,000 - <USD \$1,000,000, or 10-20% cost impact	M	M	M	H	H
5 (Critical)	Fatality(s), permanent disability, terminal occupational illness	- Pollution/Spills in excess of >100 m3 - Extensive pollution with long term implications or massive site impact	≥USD \$1,000,000, or >20% cost impact	M	M	H	H	H

GUIDELINES

Severity	Further consequence/ impact definition	Probability	Probability Definition	Risk Level	
1 (Negligible)	- Minimal injury or health implications requiring no treatment; no absence from work; requires first aid treatment only (First Aid Case FAC) - Minimal or limited pollution effect/impact; negligible recovery work (spills of up to 1 litre of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Insignificant or slight financial loss or equipment/ asset damage (<USD \$10,000), or >1% of project/ asset cost - Negligible damage to reputation, including some minor negative feedback	A (Very Unlikely)	- Not known by GM to have happened within the industry - A freak combination of factors would be required for an incident to occur	LOW	As a guide, when a LOW risk level is calculated, then no additional controls are required. However monitoring should take place to ensure that the controls are implemented and where possible, improved.  <b>Acceptable</b> Task/ Activity may be carried out by those authorised to do so
2 (Minor)	- Minor injury or illness requiring medical treatment (Medical Treatment Case - MTC) - An Environmental incident contained within the site boundary; short-term impact; recovery work by worksite personnel (spills of 1-10 litres of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Minor financial loss, or repairs required for damaged asset/ equipment (USD \$10,000 - <USD \$100,000), or 1-5% of project/ asset cost - Formal complaint by a Client or 3rd party (reputation damage)	B (Unlikely)	- Unlikely to occur - May have happened once at GM, or in the industry - A rare combination of factors would be required for an incident to occur	MEDIUM	Where a risk level has been calculated to be MEDIUM, further controls should be identified where possible, in order to reduce the risk to As Low As Reasonably Practical (ALARP).  <b>Tolerable</b> Task/ Activity may only proceed with Management authorisation
3 (Significant)	- Restricted Work Case (RWC) injury; without long term disablement - An Environmental incident went beyond the site boundary, moderate short-term impact, recovery may requires external assistance (10-100 litres of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Damage to property/equipment requiring significant repair with costs up to USD \$500,000, or 5-10% of project/ asset cost - Local media coverage, and local community complaint	C (Possible)	- Could possibly occur - Additional external factors to be combined/ present for an incident to occur	HIGH	A HIGH risk level is considered intolerable, and work must commence or continue until the risk has been reduced significantly. If it is not possible to reduce the risk, work is not permitted  <b>Unacceptable</b> Work must not proceed change task or further control measures required to reduce risk
4 (Serious)	- Serious injury/illness leading to days away from work or involving a single lost work day case (LWDC) - Serious medium-term environmental effects; recovery requires external assistance; pollution incurring significant restitution costs (spills between 100 litres to 100 m3 of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Damage to property/equipment resulting in major loss of operational capability; costs up to USD \$1,000,000, or 10-20% of project/ asset cost - Regional-level negative publicity/ media coverage	D (Likely)	- Has happened more often than once, at GM, or known to have happened multiple times within the industry - An additional factor may be required to result in an incident	<div>  Global Maritime Risk Matrix   G-HSE-FM-002   Rev. 2</div>	
5 (Critical)	- A fatality(s) or multiple serious injuries leading to permanent disability or terminal disease - Extensive pollution with long-term implications or massive site impact and recovery work; very high restitution costs resulting in serious economic liability on the business; spill in excess of 100m3 of hydrocarbons, or an amount of other spill type resulting in equivalent environmental impact) - Damage with major long-term implications on operational capability; extensive costs in excess of USD \$1,000,000 or >20% of project/ asset cost - International negative publicity/ media coverage	E (Very Likely)	- A regular occurrence in the industry - Almost inevitable that an incident will happen		

GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables									
Project Number:	PRJ111361		Project Name:		Dogger Bank South Offshore Wind Farm Export Cables				
GRR Review Date:	11/10/2024		Project Manager:		Matthew Laing				
			Risk Evaluation				Risk Evaluation		
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level
Cable Installation PRJ111361									
1	Bedrock Outcropping at Seabed	Presence of outcropping rock can cause issues to cable installation.  Trenchability along those areas is highly dependable on the geotechnical parameters of the rock and cables might be not sufficiently protected if targeted burial depths are not achieved.  Exposed cables have increased risks to internal and external threats.	3	C	M	Detail assessment of the geotechnical parameters of the chalk, sandstone and mudstone units is recommended, in order to understand the burial feasibility, and wear on burial tools. Areas of thin mobile sand layers are likely to require burial into bedrock, as the target DoL is measured ffrom the stable seabed level.  Alternative protection methods such as rock dumping or mattressing might be required.	2	C	M
2	Hard Soils Within Burial Profile	Presence of hard soils can cause issues to cable installation.  Trenchability along those areas is highly dependable on the geotechnical parameters of the soils and cables might be not sufficiently protected if targeted burial depths are not achieved.  Exposed cables have increased risks to internal and external threats.	3	D	M	Detail assessment of the geotechnical parameters of the tertiary soil units is recommended, in order to understand the burial feasibility. The recommended burial strategy already limits exposure, in so far as possible, with use of a mechanical trencher capable of excavating the stiffer clays and Glacial Till. Alternative protection methods such as rock dumping or mattressing might be required.	2	D	M
3	Boulders at and within Seabed	Boulders of indurated and cemented material derived from the underlying geological units.  Boulders create obstructions for trenching and installation activities.  Buried boulders can cause reduced burial.	4	E	H	Detailed, high resolution bathymetric and side scan sonar survey.  Sympathetic routing design, resilient trenching methods, boulder clearance campaigns ahead of or simultaneous with trenching.	2	C	M
4	Soft Soils at and within Seabed	Presence of soft, unconsolidated soils can cause issues to cable installation.  Soft soils can cause trencher sinkage and less efficient trenching if not planned for.	3	D	M	Detailed installation engineering examining trencher types, bearing pressures and means of reducing bearing pressure if necessary.	1	B	L

GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables									
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GRR Review Date:	11/10/2024		Project Manager:		Matthew Laing				
			Risk Evaluation				Risk Evaluation		
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level
5	Irregular Seabed	Presence of irregular seabed can cause issues with trencher traction and progress, also reduced burial where trencher tools pull out of seabed.	3	E	H	Detailed installation engineering examining trencher types, utilise suitable trencher.  Computation of an SSBL and identification of areas that may have a possible requirement for CFE to reduce gradients and burial depth required to achieve DoL.	3	C	M
6	Gravel Reduces Depth of Lowering	Gravels present within seabed soils, or even flints within chalk, may not be fully removed from trench, limiting the depth to which lowering can occur.	3	C	M	Evaluate detailed geotechnical and geophysical survey. Account for risk with increased trench depth and trenching methods to maximise suspension and eduction.	3	B	M
7	Peat or Organic Material within Burial Profile	Organic materials in soil can reduce jettability	3	B	M	Interrogation of geotechncial samples, surficial sediments and sub-bottom data to ensure avoidance of any peat depositis within the corridor.	3	A	L
8	Shells and shell fragments reducing Depth of Lowering	Shells and shell fragments, may behave similarly to gravel, limiting the depth to which lowering can occur	3	C	M	Acquire and evaluate geotechncial data to assess the shell content in the seabed and how likely it will affect jetting. Account for risk with increased trench depth and trenching methods to maximise suspension and eduction.	3	B	M
Cable Operation									
1	Shipping	Ships can cause direct damage to exposed or insufficiently buried cables by deploying anchors either deliberately (in case of anchorages) or accidentally over / next to a cable. Direct cable strike or more likely snagging of cable can cause damage to cable (and potentially the vessel).	2	E	H	Probabilistic assessment of shipping and estimation of likely anchor penetration depth relative to seabed geology and shipping activity. Conservative approach to be taken with regard to unknown factors (e.g. number of smaller vessels without AIS).  Determination of appropriate cable burial depths to provide adequate protection.	2	E	M

GEOHAZARD & GEOTECHNICAL RISK Register (GRR) - Cables										<div>GLOBAL MARITIME</div>
Project Number:	PRJ111361		Project Name:			Dogger Bank South Offshore Wind Farm Export Cables				
GRR Review Date:	11/10/2024		Project Manager:			Matthew Laing				
			Risk Evaluation				Risk Evaluation			
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level	
2	Fishing	Fishing activities can result in direct damage to exposed or insufficiently buried cables by fishing gear snagging on the cable. Also (greater) risk to the fishing vessel in the event of a snagging incident.  Fishing vessels account for a proportion of the traffic in the area.	2	C	M	Assessment of likely fishing gear penetration based on identified fishing types relative to seabed geology and recommendation of burial to sufficient depth to afford adequate protection.  Ongoing monitoring of fishing activity and methods as part of IMR regime.  Identification of new cables on nautical charts / fishermen awareness initiatives.	2	B	L	
3	Fishing - future variations in equipment	Fishing methods and equipment could vary with time resulting in increased risk to the cables.	2	E	H	Ongoing monitoring of fishing activity and methods as part of IMR regime.  The risk to the cables should be reassessed if there is a significant change in fishing activities which results in greater penetration of fishing equipment into the seabed. If necessary, mitigation actions to be taken (deeper burial, rock dump, fishing exclusion zones, etc.).  Given the increased vessel running costs of deeper penetrating fishing gear (higher towing force), increase in this factor is considered unlikely, however it is possible that the locations of fishing grounds will change in future.	2	B	L	
4	On-bottom Stability	Water depth and metocean conditions influence cable on bottom stability (abrasion / fatigue effects on surface laid cables, which could be exacerbated by the uneven seabed surface in areas of outcropping rock or sand waves).	2	E	H	Cables are planned to be buried for the entirety of the route. Where burial may not be possible, and alternative method of cable protection is to be considered.	2	A	L	

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			Risk Evaluation				Risk Evaluation		
Ref.		Hazard Details	Inherent Risk Severity	Inherent Risk Probability	Inherent Risk Level	Control Measures	Residual Risk Severity	Residual Risk Probability	Residual Risk Level
5	Dredging / Dumping	Dredging activity can result in direct damage to cables as well as exposure of buried cables or reduction in burial, increasing risk to primary hazards such as shipping or fishing. Over-burial by dumping, can result in exceeding cable thermal / physical design parameters.	2	B	L	Consultation with dredging licence holders, as required.  Identification of new cables on nautical charts / implementation of exclusion zones for dredging / dumping activity.	2	A	L
6	Mobile Sediment / Seabed Mobility	Highly mobile seabed may overtime expose the cable and potentially cause freespans if cable not buried to a sufficient depth.  Cable exposure increases risk of impact damage. Freespans can cause fatigue damage over time.	4	D	H	Detailed seabed mobility study findings provided by the client has been utilised when defining CBRA results.  Survey prior to the cable lay to confirm assessment of site / RPL(s). Regular survey of cables as part of IMR regime - with emphasis on areas anticipated to be mobile.  Reassessment of cable risks and mitigation works as required if cable becomes over-buried or exposed.	4	B	M
7	Soils with Insulative properties	Clays/till and peat can have insulating properties and increase the risk of overheating, which is exacerbated by deeper burial	4	C	M	Thermal resistivity tests of the Clay-rich till and potential peat deposits should be consulted, and burial depth reduced if required. Should burial depths need reducing, CBRA calculation should be run for route section to determine if the resultant pstrike and return period are acceptable	4	B	M

## APPENDIX B   DRAWINGS

## APPENDIX C    CBRA ALIGNMENT CHARTS



## APPENDIX D LISTING OF DREDGE LOCATIONS

# Listing of dredge locations along Route B

Route	KPF (m)	KPT (m)	Volume (m <sup>3</sup> )	Min Depth (m)	Mean Depth (m)	Max Depth (m)	CBRA Zone	DOL (m)
Route B	7800	7900	283.20	0.001	0.216	0.595	3	1.5
Route B	8100	8200	248.35	0.001	0.192	0.573	3	1.5
Route B	8300	8400	240.55	0.001	0.185	0.597	3	1.5
Route B	10500	10600	314.00	0.003	0.234	0.744	4	1.5
Route B	10800	10900	333.75	0.000	0.251	0.627	4	1.5
Route B	10900	11000	220.90	0.001	0.171	0.574	4	1.5
Route B	11100	11200	311.13	0.005	0.233	0.504	4	1.5
Route B	12400	12500	662.45	0.001	0.451	1.835	4	1.5
Route B	12500	12600	808.98	0.000	0.558	1.729	4	1.5
Route B	12800	12900	886.87	0.000	0.588	1.979	4	1.5
Route B	12900	13000	188.69	0.001	0.147	0.580	4	1.5
Route B	13000	13100	263.76	0.001	0.199	0.552	4	1.5
Route B	13100	13200	323.37	0.000	0.239	0.654	4	1.5
Route B	13300	13400	571.57	0.001	0.397	0.829	4	1.5
Route B	13400	13500	419.76	0.001	0.301	0.931	4	1.5
Route B	13600	13700	334.61	0.000	0.247	0.563	4	1.5
Route B	14100	14200	314.72	0.002	0.234	0.563	4	1.5
Route B	14700	14800	382.95	0.001	0.280	0.743	4	1.5
Route B	14900	15000	366.87	0.000	0.272	0.724	4	1.5
Route B	15300	15400	1118.65	0.000	0.676	1.654	4	1.5
Route B	15400	15500	262.79	0.003	0.199	0.518	4	1.5
Route B	15500	15600	346.78	0.000	0.257	0.521	4	1.5
Route B	34000	34100	364.23	0.000	0.267	0.637	7	1.5
Route B	34200	34300	362.20	0.000	0.265	0.557	7	1.5
Route B	35400	35500	1172.89	0.004	0.709	1.624	7	1.5
Route B	35500	35600	437.06	0.001	0.314	0.691	7	1.5
Route B	43500	43600	566.14	0.000	0.391	2.420	8	0.5
Route B	51200	51300	819.70	0.002	0.530	1.602	9	0.5

Route B	51300	51400	425.44	0.000	0.306	1.514	9	0.5
Route B	51400	51500	725.30	0.003	0.489	1.630	9	0.5
Route B	51600	51700	807.64	0.001	0.525	1.576	9	0.5
Route B	51800	51900	767.05	0.000	0.511	1.806	9	0.5
Route B	52000	52100	767.07	0.001	0.508	1.759	9	0.5
Route B	52100	52200	624.04	0.002	0.432	1.586	9	0.5
Route B	53100	53200	510.92	0.000	0.365	1.560	9	0.5
Route B	53400	53500	1172.64	0.001	0.678	1.903	9	0.5
Route B	53600	53700	883.88	0.000	0.569	1.524	9	0.5
Route B	54600	54700	1057.22	0.001	0.653	1.516	9	0.5
Route B	54900	55000	1180.39	0.000	0.712	1.810	9	0.5
Route B	55300	55400	935.77	0.001	0.595	1.593	9	0.5
Route B	55400	55500	1115.15	0.001	0.694	1.540	9	0.5
Route B	55600	55700	446.43	0.000	0.323	1.517	9	0.5
Route B	55700	55800	454.64	0.000	0.335	1.514	9	0.5
Route B	55900	56000	840.71	0.002	0.562	1.617	9	0.5
Route B	56100	56200	616.65	0.000	0.421	1.610	9	0.5
Route B	56400	56500	882.50	0.002	0.590	1.596	9	0.5
Route B	56600	56700	1222.66	0.000	0.739	1.725	9	0.5
Route B	56800	56900	961.42	0.001	0.636	1.885	9	0.5
Route B	57000	57100	748.12	0.001	0.521	1.940	9	0.5
Route B	57100	57200	588.65	0.000	0.410	1.934	10	0.5
Route B	57200	57300	893.71	0.000	0.580	1.833	10	0.5
Route B	57300	57400	494.49	0.001	0.349	1.753	10	0.5
Route B	57500	57600	1385.79	0.000	0.821	1.862	10	0.5
Route B	57700	57800	864.34	0.002	0.571	1.871	10	0.5
Route B	57800	57900	620.04	0.000	0.415	1.840	10	0.5
Route B	58000	58100	1386.27	0.001	0.813	2.140	10	0.5
Route B	58200	58300	1081.68	0.005	0.647	1.737	10	0.5
Route B	58400	58500	892.12	0.001	0.596	1.834	10	0.5
Route B	58600	58700	443.81	0.000	0.324	1.693	10	0.5

Route B	58700	58800	643.12	0.001	0.448	1.871	10	0.5
Route B	58800	58900	999.59	0.002	0.651	1.613	10	0.5
Route B	59100	59200	1084.57	0.001	0.655	2.284	10	0.5
Route B	59200	59300	715.48	0.001	0.475	2.087	10	0.5
Route B	59400	59500	1806.93	0.001	0.996	2.336	10	0.5
Route B	59700	59800	1519.96	0.001	0.856	1.761	10	0.5
Route B	59800	59900	556.77	0.000	0.372	1.638	10	0.5
Route B	63100	63200	860.92	0.001	0.573	1.533	10	0.5
Route B	63400	63500	659.25	0.001	0.448	1.814	10	0.5
Route B	63500	63600	1313.32	0.001	0.786	2.266	10	0.5
Route B	63700	63800	1182.64	0.002	0.741	2.473	10	0.5
Route B	63800	63900	802.93	0.001	0.527	2.090	10	0.5
Route B	64200	64300	1281.78	0.001	0.781	2.477	11	0.5
Route B	64300	64400	1288.45	0.002	0.778	2.628	11	0.5
Route B	64400	64500	596.98	0.002	0.429	2.078	11	0.5
Route B	64500	64600	1960.54	0.000	1.111	3.351	11	0.5
Route B	64600	64700	1082.30	0.001	0.674	2.849	11	0.5
Route B	64800	64900	1764.89	0.002	0.983	3.028	11	0.5
Route B	64900	65000	432.81	0.000	0.318	1.659	11	0.5
Route B	65000	65100	1019.10	0.002	0.644	2.950	11	0.5
Route B	65100	65200	2419.01	0.000	1.219	3.522	11	0.5
Route B	65600	65700	2712.30	0.002	1.301	3.110	11	0.5
Route B	65900	66000	869.94	0.002	0.570	2.245	11	0.5
Route B	66000	66100	1652.56	0.001	0.936	2.874	11	0.5
Route B	66200	66300	1655.65	0.001	0.933	2.700	11	0.5
Route B	66400	66500	1458.92	0.001	0.841	2.556	11	0.5
Route B	66600	66700	1571.08	0.001	0.889	2.678	11	0.5
Route B	66800	66900	997.57	0.000	0.621	2.253	11	0.5
Route B	66900	67000	1571.91	0.000	0.906	2.568	11	0.5
Route B	67300	67400	2178.07	0.001	1.108	2.383	11	0.5
Route B	67700	67800	2226.33	0.002	1.130	2.349	11	0.5

Route B	67800	67900	773.16	0.001	0.518	2.431	11	0.5
Route B	68100	68200	1604.82	0.000	0.894	2.269	11	0.5
Route B	68200	68300	503.48	0.000	0.362	1.994	11	0.5
Route B	68300	68400	1083.48	0.002	0.679	2.251	11	0.5
Route B	68600	68700	1752.68	0.004	0.953	2.089	11	0.5
Route B	68700	68800	516.94	0.001	0.356	2.020	11	0.5
Route B	69100	69200	2346.58	0.001	1.150	2.756	11	0.5
Route B	69400	69500	1492.86	0.001	0.837	2.433	11	0.5
Route B	69900	70000	1478.11	0.002	0.827	2.532	11	0.5
Route B	70000	70100	2179.46	0.001	1.112	2.699	11	0.5
Route B	70300	70400	2173.65	0.002	1.107	2.589	11	0.5
Route B	70600	70700	2011.91	0.001	1.059	2.588	11	0.5
Route B	70700	70800	544.65	0.000	0.385	2.057	11	0.5
Route B	70900	71000	830.03	0.000	0.543	1.978	11	0.5
Route B	71000	71100	1734.75	0.000	0.990	2.999	11	0.5
Route B	71200	71300	2117.56	0.000	1.103	3.107	11	0.5
Route B	71300	71400	600.15	0.001	0.415	2.494	11	0.5
Route B	71500	71600	3100.02	0.001	1.423	3.275	11	0.5
Route B	71600	71700	863.73	0.000	0.558	2.584	11	0.5
Route B	71900	72000	2339.69	0.001	1.141	2.429	11	0.5
Route B	72200	72300	1735.33	0.001	0.959	2.614	11	0.5
Route B	72400	72500	1132.81	0.001	0.684	2.196	11	0.5
Route B	72500	72600	976.74	0.002	0.631	2.405	11	0.5
Route B	72700	72800	1856.63	0.003	0.981	2.364	11	0.5
Route B	73000	73100	2389.90	0.001	1.197	2.480	11	0.5
Route B	73300	73400	1698.87	0.003	0.955	2.590	11	0.5
Route B	73500	73600	1552.73	0.002	0.861	2.561	11	0.5
Route B	73700	73800	1936.78	0.000	1.040	2.781	11	0.5
Route B	73900	74000	1534.40	0.000	0.861	2.647	11	0.5
Route B	74100	74200	1193.68	0.001	0.723	2.431	11	0.5
Route B	74200	74300	572.21	0.001	0.391	1.884	11	0.5

Route B	74400	74500	1765.15	0.001	0.942	2.279	11	0.5
Route B	74700	74800	1871.46	0.000	1.018	2.256	11	0.5
Route B	75000	75100	843.52	0.000	0.556	1.953	11	0.5
Route B	75100	75200	3649.22	0.000	1.627	3.167	11	0.5
Route B	75200	75300	1165.99	0.001	0.723	2.539	11	0.5
Route B	75300	75400	3496.90	0.001	1.556	3.139	11	0.5
Route B	75700	75800	2296.86	0.005	1.161	2.907	11	0.5
Route B	75800	75900	384.18	0.000	0.278	1.630	11	0.5
Route B	76000	76100	1346.48	0.000	0.801	2.720	11	0.5
Route B	76100	76200	590.48	0.000	0.406	2.433	11	0.5
Route B	76500	76600	1031.27	0.000	0.630	1.605	11	0.5
Route B	76600	76700	692.99	0.002	0.470	1.651	11	0.5
Route B	76700	76800	886.58	0.002	0.573	1.896	11	0.5
Route B	76800	76900	421.96	0.000	0.319	1.694	11	0.5
Route B	77100	77200	805.30	0.000	0.522	1.872	11	0.5
Route B	77200	77300	604.76	0.000	0.429	1.845	11	0.5
Route B	78900	79000	1701.38	0.001	0.927	2.107	11	0.5
Route B	79100	79200	2117.52	0.000	1.092	1.765	11	0.5
Route B	79200	79300	2382.58	0.000	1.160	2.049	11	0.5
Route B	79300	79400	1526.85	0.000	0.882	2.279	11	0.5
Route B	79900	80000	1215.70	0.001	0.718	1.715	12	1.2
Route B	80000	80100	760.53	0.001	0.509	1.450	12	1.2
Route B	80100	80200	433.71	0.001	0.310	1.007	12	1.2
Route B	80200	80300	2927.29	0.000	1.352	2.593	12	1.2
Route B	80300	80400	2094.39	0.000	1.118	2.767	12	1.2
Route B	80700	80800	645.89	0.001	0.434	1.409	12	1.2
Route B	80800	80900	1902.29	0.006	1.027	2.165	12	1.2
Route B	81000	81100	876.86	0.004	0.565	1.195	12	1.2
Route B	81100	81200	784.83	0.001	0.526	1.983	12	1.2
Route B	81200	81300	1120.55	0.002	0.684	1.994	12	1.2
Route B	81800	81900	1561.56	0.000	0.871	2.031	12	1.2

Route B	82100	82200	837.51	0.000	0.545	1.271	12	1.2
Route B	82400	82500	1453.97	0.000	0.843	1.917	12	1.2
Route B	82500	82600	907.54	0.002	0.575	1.704	12	1.2
Route B	82900	83000	935.66	0.000	0.602	2.116	12	1.2
Route B	83000	83100	1580.29	0.001	0.893	2.193	12	1.2
Route B	84000	84100	1228.61	0.001	0.700	1.559	12	1.2
Route B	84100	84200	2285.65	0.001	1.182	1.885	12	1.2
Route B	84200	84300	1522.30	0.001	0.830	1.772	12	1.2
Route B	84300	84400	411.32	0.000	0.297	0.822	12	1.2
Route B	84800	84900	350.75	0.000	0.263	0.885	12	1.2
Route B	84900	85000	701.25	0.001	0.458	1.008	12	1.2
Route B	85500	85600	1983.37	0.001	1.051	2.132	12	1.2
Route B	85600	85700	835.78	0.001	0.544	1.783	12	1.2
Route B	86100	86200	2355.97	0.000	1.181	2.328	12	1.2
Route B	86200	86300	644.49	0.001	0.426	1.631	12	1.2
Route B	86600	86700	1907.32	0.005	1.023	2.631	12	1.2
Route B	86700	86800	1099.34	0.002	0.672	2.472	12	1.2
Route B	86900	87000	770.12	0.002	0.506	2.345	12	1.2
Route B	87000	87100	2448.09	0.003	1.211	2.713	12	1.2
Route B	87100	87200	370.70	0.000	0.270	0.921	12	1.2
Route B	89800	89900	1585.28	0.001	0.915	1.825	12	1.2
Route B	89900	90000	465.83	0.001	0.327	1.178	12	1.2
Route B	90100	90200	1852.94	0.004	0.992	2.383	12	1.2
Route B	90200	90300	457.59	0.000	0.323	1.094	12	1.2
Route B	90500	90600	631.38	0.001	0.438	1.792	12	1.2
Route B	90600	90700	2193.66	0.000	1.128	2.790	12	1.2
Route B	90900	91000	1071.16	0.000	0.659	2.060	12	1.2
Route B	91000	91100	805.01	0.001	0.544	1.989	12	1.2
Route B	91200	91300	1901.14	0.001	1.005	2.200	12	1.2
Route B	91300	91400	391.76	0.000	0.284	0.992	12	1.2
Route B	91700	91800	541.89	0.001	0.377	0.838	12	1.2



Route B	93400	93500	1803.52	0.000	0.975	1.848	13	0.5
Route B	94200	94300	3273.37	0.003	1.465	2.575	13	0.5
Route B	94300	94400	1055.54	0.002	0.650	1.874	13	0.5
Route B	94600	94700	1487.33	0.002	0.858	1.926	13	0.5
Route B	94700	94800	1301.48	0.001	0.761	1.692	13	0.5
Route B	100100	100200	1907.33	0.000	1.020	2.020	13	0.5
Route B	100200	100300	1734.70	0.001	0.961	2.076	13	0.5
Route B	105100	105200	750.68	0.003	0.496	1.816	14	0.5
Route B	105200	105300	1707.86	0.001	0.937	2.145	14	0.5
Route B	111000	111100	593.36	0.002	0.404	0.740	15	1.5
Route B	111100	111200	355.62	0.003	0.262	0.668	15	1.5
Route B	112200	112300	418.23	0.002	0.300	0.523	15	1.5
Route B	112300	112400	458.83	0.003	0.325	0.503	15	1.5
Route B	113300	113400	457.15	0.000	0.326	0.770	15	1.5
Route B	113400	113500	1275.04	0.001	0.738	1.045	15	1.5
Route B	113500	113600	981.27	0.000	0.604	1.077	15	1.5
Route B	113600	113700	920.95	0.000	0.576	0.953	15	1.5
Route B	113700	113800	332.03	0.003	0.245	0.548	15	1.5
Route B	114200	114300	401.78	0.000	0.293	0.678	15	1.5

#### **Listing of dredge locations along Route C**

Route	KPF (m)	KPT (m)	Volume (m <sup>3</sup> )	Min Depth (m)	Mean Depth (m)	Max Depth (m)	CBRA Zone	DOL (m)
Route C	8200	8300	180.08	0.000	0.142	0.608	3	1.5
Route C	8300	8400	220.02	0.000	0.171	0.591	3	1.5
Route C	8600	8700	260.72	0.001	0.198	0.515	3	1.5
Route C	9600	9700	329.10	0.001	0.244	0.757	3	1.5
Route C	10000	10100	252.22	0.000	0.194	0.712	4	1.5
Route C	10100	10200	286.70	0.001	0.217	0.665	4	1.5
Route C	10400	10500	250.43	0.002	0.191	0.700	4	1.5
Route C	10500	10600	402.71	0.002	0.293	0.871	4	1.5

Route C	10600	10700	180.25	0.003	0.142	0.601	4	1.5
Route C	10800	10900	212.81	0.001	0.163	0.579	4	1.5
Route C	11100	11200	334.66	0.002	0.253	0.570	4	1.5
Route C	11200	11300	274.21	0.001	0.209	0.703	4	1.5
Route C	11300	11400	246.56	0.000	0.188	0.579	4	1.5
Route C	11700	11800	328.62	0.000	0.243	0.538	4	1.5
Route C	11800	11900	196.56	0.000	0.152	0.559	4	1.5
Route C	12600	12700	475.65	0.001	0.343	1.043	4	1.5
Route C	12900	13000	605.07	0.001	0.416	1.273	4	1.5
Route C	13000	13100	308.65	0.000	0.228	0.969	4	1.5
Route C	13100	13200	368.74	0.000	0.272	0.789	4	1.5
Route C	13300	13400	403.38	0.002	0.292	0.604	4	1.5
Route C	14200	14300	276.58	0.001	0.210	0.547	4	1.5
Route C	14300	14400	213.82	0.000	0.165	0.526	4	1.5
Route C	14600	14700	764.81	0.000	0.516	1.556	4	1.5
Route C	14700	14800	498.59	0.003	0.351	1.051	4	1.5
Route C	15300	15400	697.73	0.002	0.465	1.079	4	1.5
Route C	15400	15500	225.27	0.000	0.172	0.518	4	1.5
Route C	33200	33300	405.59	0.000	0.295	0.627	8	1.5
Route C	33300	33400	254.29	0.001	0.193	0.558	8	1.5
Route C	33700	33800	276.07	0.002	0.208	0.707	8	1.5
Route C	33800	33900	397.22	0.000	0.292	0.822	8	1.5
Route C	44000	44100	998.40	0.000	0.632	2.180	9	0.5
Route C	48400	48500	1143.86	0.001	0.699	1.618	10	0.5
Route C	48500	48600	550.28	0.001	0.376	1.508	10	0.5
Route C	49100	49200	934.83	0.004	0.591	1.510	10	0.5
Route C	49500	49600	933.88	0.001	0.603	1.530	10	0.5
Route C	51000	51100	1509.10	0.001	0.858	1.721	10	0.5
Route C	51100	51200	945.74	0.002	0.582	1.511	10	0.5
Route C	51400	51500	771.46	0.000	0.505	1.677	10	0.5
Route C	51700	51800	671.82	0.001	0.456	1.567	10	0.5

Route C	52100	52200	723.52	0.000	0.492	1.733	10	0.5
Route C	52200	52300	908.43	0.001	0.593	1.860	10	0.5
Route C	53000	53100	711.32	0.001	0.498	1.703	10	0.5
Route C	53200	53300	421.89	0.000	0.312	1.785	10	0.5
Route C	53300	53400	717.09	0.001	0.488	1.739	10	0.5
Route C	53500	53600	1355.31	0.000	0.777	1.962	10	0.5
Route C	53700	53800	566.48	0.000	0.402	1.917	10	0.5
Route C	53800	53900	981.06	0.002	0.603	1.920	10	0.5
Route C	54000	54100	1078.57	0.001	0.683	1.805	10	0.5
Route C	54300	54400	1207.57	0.001	0.721	1.689	10	0.5
Route C	54600	54700	453.40	0.001	0.322	1.632	10	0.5
Route C	54700	54800	1206.26	0.001	0.757	1.977	10	0.5
Route C	55100	55200	1121.00	0.002	0.688	1.678	10	0.5
Route C	55500	55600	1438.96	0.001	0.830	1.790	10	0.5
Route C	56000	56100	839.97	0.001	0.552	1.585	10	0.5
Route C	56400	56500	741.13	0.002	0.505	1.644	10	0.5
Route C	56800	56900	918.76	0.001	0.581	1.593	10	0.5
Route C	57000	57100	1006.74	0.002	0.638	1.659	11	0.5
Route C	57200	57300	1092.72	0.001	0.687	1.674	11	0.5
Route C	57400	57500	1141.61	0.001	0.700	1.739	11	0.5
Route C	57600	57700	1471.47	0.000	0.871	2.175	11	0.5
Route C	57900	58000	1344.31	0.001	0.817	2.262	11	0.5
Route C	58100	58200	1478.63	0.002	0.869	1.978	11	0.5
Route C	58300	58400	816.06	0.002	0.545	1.830	11	0.5
Route C	58400	58500	687.14	0.000	0.476	1.726	11	0.5
Route C	58700	58800	541.42	0.000	0.388	1.697	11	0.5
Route C	58800	58900	768.16	0.001	0.522	1.769	11	0.5
Route C	58900	59000	603.11	0.001	0.419	1.510	11	0.5
Route C	59000	59100	700.41	0.002	0.476	1.570	11	0.5
Route C	59200	59300	1638.65	0.001	0.908	2.156	11	0.5
Route C	59500	59600	1865.54	0.001	1.006	2.400	11	0.5

Route C	59900	60000	2158.13	0.001	1.103	2.354	11	0.5
Route C	60000	60100	986.14	0.000	0.596	1.980	11	0.5
Route C	63100	63200	1162.72	0.001	0.715	1.791	11	0.5
Route C	63600	63700	1083.92	0.001	0.675	1.552	11	0.5
Route C	63800	63900	1115.17	0.002	0.679	1.861	11	0.5
Route C	64000	64100	1805.67	0.001	0.968	2.354	12	0.5
Route C	64400	64500	1331.64	0.001	0.777	2.094	12	0.5
Route C	64500	64600	508.58	0.001	0.371	2.450	12	0.5
Route C	64600	64700	2127.15	0.002	1.100	3.225	12	0.5
Route C	64800	64900	2565.88	0.001	1.262	3.209	12	0.5
Route C	65100	65200	1576.40	0.002	0.897	2.812	12	0.5
Route C	65200	65300	878.49	0.000	0.563	2.591	12	0.5
Route C	65600	65700	782.86	0.002	0.519	2.014	12	0.5
Route C	65700	65800	1858.58	0.003	0.997	2.821	12	0.5
Route C	65900	66000	789.04	0.000	0.532	2.143	12	0.5
Route C	66000	66100	1842.94	0.001	1.006	2.762	12	0.5
Route C	66200	66300	631.52	0.003	0.429	2.343	12	0.5
Route C	66300	66400	1706.26	0.001	0.973	3.228	12	0.5
Route C	66500	66600	1474.56	0.000	0.863	2.591	12	0.5
Route C	66700	66800	1317.46	0.002	0.780	2.476	12	0.5
Route C	66900	67000	1737.27	0.001	0.938	2.505	12	0.5
Route C	67300	67400	2590.15	0.000	1.242	2.604	12	0.5
Route C	67400	67500	569.00	0.000	0.391	1.795	12	0.5
Route C	67800	67900	2001.23	0.006	1.050	2.390	12	0.5
Route C	67900	68000	504.74	0.000	0.357	1.974	12	0.5
Route C	68100	68200	927.52	0.000	0.590	1.768	12	0.5
Route C	68200	68300	1242.00	0.002	0.786	2.589	12	0.5
Route C	68400	68500	1475.06	0.002	0.840	2.539	12	0.5
Route C	68500	68600	626.22	0.000	0.431	2.519	12	0.5
Route C	68600	68700	1237.18	0.001	0.728	2.230	12	0.5
Route C	68900	69000	1003.90	0.000	0.633	2.009	12	0.5

Route C	69000	69100	400.74	0.002	0.288	1.731	12	0.5
Route C	69100	69200	1217.30	0.004	0.725	2.072	12	0.5
Route C	69400	69500	1479.36	0.000	0.881	2.744	12	0.5
Route C	69500	69600	359.71	0.000	0.270	1.502	12	0.5
Route C	69900	70000	2492.22	0.002	1.194	2.349	12	0.5
Route C	70000	70100	2156.18	0.005	1.084	2.221	12	0.5
Route C	70400	70500	2018.29	0.000	1.063	3.183	12	0.5
Route C	70500	70600	2629.68	0.001	1.319	3.375	12	0.5
Route C	70700	70800	1879.67	0.000	1.001	2.705	12	0.5
Route C	71000	71100	2576.27	0.001	1.250	3.214	12	0.5
Route C	71200	71300	1313.48	0.000	0.787	2.997	12	0.5
Route C	71300	71400	1098.52	0.001	0.711	3.037	12	0.5
Route C	71500	71600	2721.36	0.001	1.332	2.905	12	0.5
Route C	71600	71700	489.44	0.000	0.345	1.677	12	0.5
Route C	71800	71900	692.80	0.000	0.466	1.887	12	0.5
Route C	71900	72000	2135.97	0.000	1.109	2.712	12	0.5
Route C	72200	72300	1280.03	0.000	0.769	2.174	12	0.5
Route C	72400	72500	1302.22	0.003	0.774	2.562	12	0.5
Route C	72500	72600	966.56	0.001	0.643	2.757	12	0.5
Route C	72700	72800	1039.38	0.001	0.644	2.134	12	0.5
Route C	72800	72900	1876.30	0.002	1.010	2.713	12	0.5
Route C	73100	73200	1774.18	0.002	0.967	2.529	12	0.5
Route C	73300	73400	698.83	0.001	0.470	1.962	12	0.5
Route C	73400	73500	1508.98	0.000	0.896	2.897	12	0.5
Route C	73500	73600	747.27	0.000	0.511	2.390	12	0.5
Route C	73600	73700	1203.89	0.001	0.751	2.877	12	0.5
Route C	73700	73800	1359.17	0.001	0.810	2.758	12	0.5
Route C	73800	73900	626.00	0.001	0.431	2.250	12	0.5
Route C	73900	74000	1027.00	0.000	0.650	2.784	12	0.5
Route C	74000	74100	1155.84	0.000	0.705	3.025	12	0.5
Route C	74200	74300	1903.26	0.000	1.015	2.788	12	0.5

Route C	74400	74500	1288.80	0.003	0.771	2.839	12	0.5
Route C	74500	74600	1172.68	0.001	0.734	2.868	12	0.5
Route C	74700	74800	950.29	0.002	0.582	2.089	12	0.5
Route C	74800	74900	1679.56	0.001	0.947	2.766	12	0.5
Route C	75100	75200	1098.30	0.000	0.666	2.070	12	0.5
Route C	75200	75300	2989.70	0.000	1.359	2.716	12	0.5
Route C	75300	75400	601.44	0.000	0.398	1.736	12	0.5
Route C	75700	75800	2647.48	0.003	1.277	2.900	12	0.5
Route C	75800	75900	442.49	0.001	0.331	1.624	12	0.5
Route C	76000	76100	1761.48	0.003	0.974	2.667	12	0.5
Route C	76200	76300	792.51	0.000	0.529	1.921	12	0.5
Route C	76300	76400	591.95	0.000	0.419	1.964	12	0.5
Route C	76500	76600	602.37	0.000	0.419	1.711	12	0.5
Route C	77000	77100	1703.80	0.001	0.937	2.535	12	0.5
Route C	77500	77600	2099.53	0.001	1.087	2.364	12	0.5
Route C	79100	79200	3197.79	0.000	1.446	2.641	12	0.5
Route C	79200	79300	2712.97	0.002	1.285	2.671	12	0.5
Route C	79600	79700	1662.62	0.000	0.917	2.301	12	0.5
Route C	80000	80100	440.63	0.000	0.314	0.907	13	1.5
Route C	80100	80200	1350.26	0.000	0.802	2.047	13	1.5
Route C	80600	80700	2016.60	0.000	1.046	2.115	13	1.5
Route C	80700	80800	234.56	0.000	0.180	1.154	13	1.5
Route C	81100	81200	2282.49	0.000	1.153	2.676	13	1.5
Route C	81400	81500	1603.74	0.001	0.893	1.868	13	1.5
Route C	81500	81600	377.11	0.001	0.276	0.916	13	1.5
Route C	81800	81900	1999.62	0.006	1.038	2.420	13	1.5
Route C	81900	82000	395.18	0.000	0.287	1.102	13	1.5
Route C	82200	82300	1156.26	0.000	0.713	1.885	13	1.5
Route C	82300	82400	539.67	0.000	0.381	1.543	13	1.5
Route C	82400	82500	301.79	0.000	0.227	1.268	13	1.5
Route C	82500	82600	1781.92	0.002	0.971	2.030	13	1.5

Route C	82900	83000	501.18	0.001	0.358	1.414	13	1.5
Route C	83000	83100	2357.92	0.002	1.176	2.086	13	1.5
Route C	83100	83200	780.97	0.001	0.504	1.278	13	1.5
Route C	83600	83700	227.76	0.000	0.183	0.626	13	1.5
Route C	83700	83800	358.02	0.001	0.273	0.807	13	1.5
Route C	83800	83900	477.23	0.000	0.334	0.913	13	1.5
Route C	83900	84000	1487.89	0.002	0.833	2.042	13	1.5
Route C	84000	84100	1404.43	0.000	0.811	2.133	13	1.5
Route C	84100	84200	206.39	0.000	0.161	0.501	13	1.5
Route C	84600	84700	327.99	0.000	0.242	0.616	13	1.5
Route C	84700	84800	317.08	0.001	0.234	0.551	13	1.5
Route C	85200	85300	505.91	0.001	0.356	0.665	13	1.5
Route C	85300	85400	356.77	0.003	0.262	0.702	13	1.5
Route C	85500	85600	219.74	0.000	0.173	0.595	13	1.5
Route C	85600	85700	1920.76	0.002	1.028	2.136	13	1.5
Route C	85700	85800	1255.47	0.000	0.732	2.208	13	1.5
Route C	85800	85900	209.50	0.000	0.164	0.523	13	1.5
Route C	86100	86200	1192.17	0.003	0.665	1.578	13	1.5
Route C	86200	86300	447.70	0.002	0.320	0.916	13	1.5
Route C	86600	86700	2048.55	0.002	1.075	2.701	13	1.5
Route C	86700	86800	964.34	0.000	0.612	2.451	13	1.5
Route C	86900	87000	505.64	0.001	0.358	1.278	13	1.5
Route C	87000	87100	834.40	0.000	0.548	1.410	13	1.5
Route C	87200	87300	530.15	0.002	0.360	0.996	13	1.5
Route C	87300	87400	970.22	0.001	0.600	1.250	13	1.5
Route C	89500	89600	2299.99	0.002	1.140	2.402	14	0.5
Route C	89600	89700	1914.83	0.001	1.023	2.332	14	0.5
Route C	90100	90200	1158.64	0.001	0.703	2.446	14	0.5
Route C	90200	90300	2727.18	0.000	1.322	3.146	14	0.5
Route C	90500	90600	2493.81	0.002	1.219	2.905	14	0.5
Route C	90600	90700	689.85	0.001	0.465	1.948	14	0.5



Route C	90900	91000	1372.72	0.001	0.794	1.820	14	0.5
Route C	93300	93400	1218.29	0.002	0.722	1.757	14	0.5
Route C	93400	93500	2192.26	0.002	1.129	1.839	14	0.5
Route C	94200	94300	1548.85	0.001	0.864	2.173	14	0.5
Route C	94700	94800	2233.58	0.002	1.140	2.140	14	0.5
Route C	94800	94900	669.81	0.001	0.452	1.619	14	0.5
Route C	95400	95500	930.90	0.003	0.591	1.651	14	0.5
Route C	95500	95600	1084.62	0.000	0.667	1.715	14	0.5
Route C	100300	100400	1958.39	0.002	1.026	2.156	14	0.5
Route C	100700	100800	1367.69	0.000	0.792	1.960	14	0.5
Route C	101000	101100	1367.52	0.001	0.788	1.832	14	0.5
Route C	101400	101500	1000.65	0.000	0.620	1.597	14	0.5
Route C	101600	101700	1357.23	0.000	0.780	2.068	14	0.5
Route C	101700	101800	2361.50	0.001	1.181	2.516	14	0.5
Route C	102000	102100	2426.01	0.004	1.186	2.850	14	0.5
Route C	102200	102300	590.02	0.000	0.410	1.724	14	0.5
Route C	102300	102400	1074.39	0.000	0.673	2.339	14	0.5
Route C	102400	102500	842.53	0.001	0.550	2.000	14	0.5
Route C	102500	102600	1352.45	0.000	0.807	2.925	14	0.5
Route C	102700	102800	2190.73	0.000	1.121	2.520	14	0.5
Route C	103000	103100	2336.26	0.000	1.168	2.946	14	0.5
Route C	103300	103400	1618.41	0.005	0.904	2.303	14	0.5
Route C	103600	103700	1131.63	0.001	0.706	2.289	14	0.5
Route C	103700	103800	678.69	0.001	0.454	2.128	14	0.5
Route C	104000	104100	1021.00	0.000	0.637	1.742	14	0.5
Route C	104200	104300	544.97	0.001	0.374	1.525	14	0.5
Route C	104300	104400	2916.41	0.001	1.303	2.424	14	0.5
Route C	104400	104500	3105.52	0.008	1.432	2.498	14	0.5
Route C	104700	104800	1242.55	0.000	0.734	1.899	14	0.5
Route C	105000	105100	1380.17	0.002	0.795	1.814	14	0.5
Route C	105100	105200	1000.81	0.000	0.632	1.820	14	0.5

Route C	105400	105500	2057.24	0.000	1.083	2.528	14	0.5
Route C	106100	106200	1519.10	0.001	0.848	1.965	14	0.5
Route C	106500	106600	1023.11	0.001	0.646	2.084	14	0.5
Route C	106600	106700	975.03	0.000	0.606	1.937	14	0.5
Route C	109900	110000	2058.16	0.005	1.064	2.904	14	0.5
Route C	112300	112400	1026.70	0.000	0.645	2.239	14	0.5
Route C	112400	112500	1687.80	0.002	0.947	2.741	14	0.5
Route C	112700	112800	1877.86	0.000	0.993	2.486	14	0.5
Route C	112900	113000	1251.23	0.001	0.736	1.613	14	0.5
Route C	113400	113500	964.84	0.001	0.610	1.868	14	0.5
Route C	113600	113700	910.04	0.001	0.582	1.540	14	0.5
Route C	113700	113800	530.09	0.003	0.372	1.836	14	0.5
Route C	113800	113900	811.67	0.001	0.531	1.967	14	0.5
Route C	114400	114500	1112.82	0.000	0.674	1.541	14	0.5
Route C	115300	115400	1128.09	0.000	0.691	1.755	14	0.5
Route C	116100	116200	1219.30	0.007	0.725	1.856	14	0.5
Route C	116500	116600	1379.01	0.001	0.794	2.187	14	0.5
Route C	116800	116900	1288.30	0.005	0.752	1.571	14	0.5
Route C	117900	118000	1087.25	0.001	0.671	1.592	14	0.5
Route C	118600	118700	911.25	0.000	0.587	1.904	14	0.5
Route C	118700	118800	2539.02	0.002	1.228	2.281	14	0.5
Route C	141300	141400	2261.29	0.004	1.146	3.263	16	0.5
Route C	141400	141500	8602.73	0.003	2.511	3.964	16	0.5
Route C	141500	141600	4003.99	0.001	1.634	3.414	17	1

## **APPENDIX E DATA PACK**

### **E.1 Raw and Processed AIS Data**

### **E.2 CBRA Zones**

### **E.3 SSBL and Bedform Height Surfaces**

## APPENDIX F BAS TABLES

KP Start	KP End	Seabed Geology and Samples				Ground Models					CBRA Results				SSBL		Burial Recommendations										Comments	
		Water Depth (mLAT)		Summary of Geological Conditions within 3m BSB (Red = within DOB)	Geotechnical Samples in Section	Fugro Ground Model		GM CBRA Ground Model			Recommended DOL (mBSSBL)	Pstrike at Recommended DOL	Strike Return Period (Years)	DNV Risk Category	Seabed to SSBL Δ		Estimated Dredging Volume (m³)	Target DOB (mBSB)		Burial Method Suitability				Burial Class	Remedial Protection	Key Risks in Zone		
		Min	Max			CGZ	Geotechnical Units	Layer 1	Min Base of Layer 1 (mBSSBL)	Max Base of Layer 1 (mBSSBL)					Layer 2	Min		Max	Min	Max	Jetting	Jet Ploughing	Ploughing					Mechanical Cutting
0.000	2.500	-10.586	1.4485	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_001_CPT, DBS_A01_CPT, DBS_A01_VC	2a, 4a, 8c, 8d	3b, 3c, 3d, 3g, 5a, 5b, 5c, 5d, 8a, 8b	C5	0.623612	2.896042	C7	0.5	0.000001	1,000,000	1	0	0.712462	0.00	0.5	1.212462	Not Suitable	Possible	Possible	Suitable	B		High strength clays present throughout burial profile.	
2.500	6.000	-10.605	-8.124	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY,	DBS_002_VC, DBS_003_CPT, DBS_004_CPT, DBS_005_CPT, DBS_005_VC, DBS_006_VC	2a, 4a	3b, 3c, 3d, 3g, 5a, 5b, 5c, 5d	S2	1.021285	2.960455	C5	0.5	0.000002	471,667	1	0	0.12044	0.00	0.5	0.62044	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jetting assistance. Gravels may reduce DOB when jetting	
6.000	9.800	-16.133	-8.1787	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_007_CPT, DBS_008_CPT, DBS_009_CPT, DBS_009_VC, DBS_010_CPT, DBS_010_VC	2a, 2b, 4c, 5a, 8b	3b, 3c, 3d, 3g, 5a, 5b, 5c, 5d, 8a, 8b	S2	0.759191	2.95312	C5	1.5	0.000001	1,000,000	1	0	0.544009	772.10	1.5	2.044009	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jetting assistance. Gravels may reduce DOB when jetting, subcropping high strength clay	
9.800	25.000	-46.329	-16.107	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_011_CPT, DBS_012_CPT, DBS_013_CPT, DBS_013_VC, DBS_014_CPT, DBS_015_VC, DBS_015A_VC, DBS_016_CPT, DBS_016_VC, DBS_017_CPT, DBS_018_CPT, DBS_018_VC, DBS_018A_VC, DBS_019_CPT, DBS_020_CPT, DBS_021_VC, DBS_021A_VC, DBS_022_CPT, DBS_023_CPT, DBS_024_CPT, DBS_025_VC, DBS_026_CPT	5a, 5b, 8a, 8b	5a, 5b, 8a, 8b	C5	0.071023	2.811101	C7	1.5	0.000002	422,355	1	0	1.878487	8432.59	1.5	3.378487	Not Suitable	Possible	Possible	Suitable	B	KP21.2 to KP21.5, KP22.0 to KP22.8, KP23.4 to KP23.5, KP24.2 to KP24.4, KP24.8 to KP25.0	Majority of section may be ploughable, however outcropping competent and weathered chalk from KP21.200 is not expected to be jettable, and may cause plough grade-out. Remedial protection may be required if mechanical cutter is not used.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
25.000	28.000	-48.758	-45.549	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, High to very high strength CLAY, Medium to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone, Weathered mudstone recovered as high to ultra high strength CLAY, Competent sandstone/mudstone	DBS_027_CPT, DBS_029_CPT	5a, 8a, 8b, 10c	5a, 5b, 5c, 5d, 9a, 9b, 10a, 10b	C5	0	0	C7	1	0.000002	406,082	1	0	0.298874	0.00	1	1.298874	Not Suitable	Possible	Possible	Suitable	C	KP25.0 to KP28.0	Outcropping competent and weathered chalk throughout section is not expected to be jettable, and may cause plough grade-out. Remedial protection may be required if mechanical cutter is not used.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
28.000	28.800	-50.423	-48.633	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, High to very high strength CLAY, Medium to very high strength CLAY	DBS_030_CPT	5b	5a, 5b, 5c, 5d	C5	0.120287	2.036741	C7	1.5	0.000001	1,000,000	1	0.011715	0.218918	0.00	1.511715	1.718918	Not Suitable	Possible	Possible	Suitable	C	KP28.0 to KP28.8	Outcropping competent and weathered chalk throughout section is not expected to be jettable, and may cause plough grade-out. Remedial protection may be required if mechanical cutter is not used.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
28.800	41.000	-57.861	-50.381	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, High to very high strength CLAY, Medium to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone, Weathered mudstone recovered as high to ultra high strength CLAY, Competent sandstone/mudstone	DBS_031_VC, DBS_032_CPT, DBS_033_CPT, DBS_034_VC, DBS_035_CPT, DBS_035_VC, DBS_036_CPT, DBS_037_VC, DBS_038_CPT, DBS_038A_CPT, DBS_039_CPT, DBS_040_CPT, DBS_041_CPT, DBS_041_VC, DBS_042_VC, DBS_043_CPT, DBS_043_VC, DBS_044_CPT	4a, 5a, 5b, 9c, 10a, 10c, 10d, 10e	3b, 3c, 3d, 5a, 5b, 5c, 5d, 9a, 9b, 10a, 10b	C5	0.265788	5.528955	C7	1.5	0.000003	298,105	1	0	1.548347	2336.38	1.5	3.048347	Not Suitable	Possible	Possible	Suitable	C	KP34.8 to KP35.4	High strength clays, gravels, weathered mudstone and competent limestone, mudstone and sandstone all within burial profile. Competent bedrock may cause plough grade out. DOL not expected to be reachable with jetting alone.	Ploughing feasible through most of section - short section of outcropping weathered or competent mudstone between KP34.800 and KP35.400 may require remedial protection if ploughed.
41.000	44.250	-55.401	-51.827	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Very low to medium strength CLAY, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone, Weathered mudstone recovered as high to ultra high strength CLAY, Competent sandstone/mudstone	DBS_045_VC, DBS_045A_VC, DBS_046_CPT, DBS_046_VC, DBS_047_CPT, DBS_048_CPT, DBS_049_CPT, DBS_049_VC, DBS_050_CPT, DBS_051_CPT, DBS_052_VC	2e, 4c, 5a, 9a, 9c, 9d, 10b, 10d	3b, 3c, 3d, 3e, 5a, 5b, 5c, 5d, 9a, 9b, 10a, 10b	C5	0.210303	5.66935	C7	0.5	0.000003	399,636	1	0	0.812504	566.14	0.5	1.312504	Not Suitable	Possible	Possible	Suitable	C	KP43.1 to KP44.1	High strength clays, gravels, weathered mudstone and competent limestone, mudstone and sandstone all within burial profile. Competent bedrock may cause plough grade out. DOL not expected to be reachable with jetting alone from KP43.1	Outcropping or shallow subcropping of harder seabed between KP43.150 to KP44.100 is not expected to be jettable, and may require remedial protection if jetting is used.

44.250	57.100	-62.243	-54.122	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone	DBS_053_CPT, DBS_053A_CPT, DBS_053_VC, DBS_054_CPT, DBS_054_VC, DBS_055_CPT, DBS_056_VC, DBS_057_CPT, DBS_057_VC, DBS_058_CPT, DBS_059_CPT, DBS_059_VC, DBS_060_CPT, DBS_060_VC, DBS_061_CPT, DBS_062_VC, DBS_063_CPT, DBS_063_VC, DBS_064_CPT, DBS_065_VC	2b, 4c, 5a, 9a, 9b, 9c, 9d	3b, 3c, 3d, 5a, 5b, 5c, 5d, 9a, 9b	S2	0.02231	3.003475	C5	0.5	0.000011	88,115	2	0	1.887444	17965.32	0.5	2.387444	Suitable	Suitable	Possible	Not Suitable	B	ⓀPS3.4 to ⓀPS3.7	Dense sands may slow plough progress rates. Gravels may reduce jettability. Short sections of outcropping high-strength clays may reduce jettability, and outcropping weathered and competent mudstone/limestone may cause sword/plough grade out. May require remedial protection.	Mobile bedforms present, increased DOB required to reach DOL
57.100	64.000	-60.34	-55.877	Very loose to medium dense SAND, locally gravelly, Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone	DBS_066_CPT, DBS_066_VC, DBS_067_CPT, DBS_A02_CPT, DBS_A02_VC, DBS_068_VC, DBS_069_CPT, DBS_069_VC, DBS_070_CPT, DBS_071_VC	1, 2b, 4c, 5a, 9a, 9b, 9c, 9d	1, 3b, 3c, 3d, 5a, 5b, 5c, 5d, 9a, 9b	C5	0.002629	2.946514	C7	0.5	0.000004	243,577	1	0	2.225029	20796.38	0.5	2.725029	Not Suitable	Possible	Possible	Suitable	B	ⓀP60.3 to ⓀP64.0	First half of section consists of loose mobile sands over dense sands and medium to very high strength clays. Second half of section consists of outcropping weathered and competent limestone/mudstone. Jetting therefore not suitable. Ploughing or mechanical cutting may achieve shallow 0.5m DOL in conjunction with dredging.	Mobile bedforms present, increased DOB required to reach DOL
64.000	79.400	-63.757	-48.572	Loose to dense SAND, Dense to very dense SAND locally with gravel at base	DBS_072_CPT, DBS_072_VC, DBS_073_CPT, DBS_074_CPT, DBS_074_VC, DBS_075_CPT, DBS_075_VC, DBS_076_CPT, DBS_077_VC, DBS_078_CPT, DBS_078_VC, DBS_079_CPT, DBS_080_VC, DBS_081_CPT, DBS_081_VC, DBS_082_CPT, DBS_083_CPT, DBS_083_VC, DBS_084_CPT, DBS_084_VC, DBS_085_CPT, DBS_086_VC, DBS_087_CPT, DBS_087_VC	2b	3b, 3c, 3d	S2	0.391634	2.941455	S2	0.5	0.000012	86,550	2	0	3.347069	104949.41	0.5	3.847069	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	Mobile bedforms present, increased DOB required to reach DOL
79.400	92.500	-54.009	-36.586	Loose to dense SAND, Dense to very dense SAND locally with gravel at base	DBS_088_CPT, DBS_089_VC, DBS_090_CPT, DBS_090_VC, DBS_091_CPT, DBS_092_VC, DBS_093_CPT, DBS_093_VC, DBS_094_CPT, DBS_095_VC, DBS_096_CPT, DBS_096_VC, DBS_097_CPT, DBS_098_VC, DBS_099_CPT, DBS_099_VC, DBS_100_CPT	2b	3b, 3c, 3d	S2	0	0	S2	1.2	0.000016	62,113	2	0	2.706665	50851.24	1.2	3.906665	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting. Mobile features may make achieving deeper DOL more difficult.	Mobile bedforms present, increased DOB required to reach DOL
92.500	103.700	-65.708	-49.311	Very loose to lo loose SAND locally with gravel at base, Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Medium dense to very dense SAND, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, High to very high strength CLAY, Medium to very high strength CLAY	DBS_101_CPT, DBS_101_VC, DBS_102_VC, DBS_142_CPT, DBS_103_CPT, DBS_104_VC, DBS_105_CPT, DBS_105_VC, DBS_106_CPT, DBS_107_VC, DBS_108_CPT, DBS_108_VC, DBS_109_CPT, DBS_110_VC, DBS_111_CPT, DBS_111_VC	2b, 4c, 4d, 5a	3a, 3b, 3c, 3d, 3f, 5a, 5b, 5c, 5d	S2	1.229	2.612	S2	0.5	0.000009	113,712	1	0.000	2.344	12563.28	0.5	2.843769	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	Mobile bedforms present, increased DOB required to reach DOL
103.700	110.500	-68.085	-53.053	Very loose to loose SAND locally with gravel at base, Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Medium dense to very dense SAND, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, High to very high strength CLAY, Medium to very high strength CLAY	DBS_112_CPT, DBS_113_VC, DBS_114_CPT, DBS_115_CPT, DBS_115_VC, DBS_116_CPT, DBS_117_CPT, DBS_118_CPT, DBS_119_VC, DBS_120_CPT, DBS_120_VC, DBS_121A_CPT, DBS_121_VC, DBS_122_CPT, DBS_123_CPT	2b, 2c, 2d, 4d, 5a	3a, 3b, 3c, 3d, 3f, 5a, 5b, 5c, 5d	S2	0.055334	2.619465	C5	0.5	0.000006	164,150	1	0	2.034435	2458.54	0.5	2.534435	Possible	Suitable	Possible	Not Suitable	A		First half of section consists of loose to very dense sands and gravels, and medium to very high strength clays. May require multiple passes if jetting only.	Mobile bedforms present, increased DOB required to reach DOL
110.500	118.600	-54.403	-22.436	Very loose to loose SAND locally with gravel at base Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Medium dense to very dense SAND, Medium to coarse GRAVEL, Very dense SAND with gravel layers and gravel inclusions of various lithology including chalk fragments, High strength CLAY with a dense bed of sand	DBS_124_CPT, DBS_124_VC, DBS_125_VC, DBS_126A_CPT, DBS_127_CPT, DBS_127_VC, DBS_128_CPT, DBS_128_VC, DBS_129_CPT, DBS_130_CPT, DBS_131_VC, DBS_132_CPT, DBS_132_VC, DBS_133_CPT, DBS_133_VC, DBS_134_CPT, DBS_135_CPT, DBS_135_VC, DBS_136_VC, DBS_137_CPT, DBS_137_VC	2b, 2c, 2d, 3	3a, 3b, 3c, 3d, 3f, 4a, 4b, 4c	S2	1.721836	8.969436	S2	1.5	0.000020	51,009	2	0	0.97234	6194.25	1.5	2.47234	Possible	Suitable	Possible	Not Suitable	A		Presence of gravel units may reduce DOB when jetting. Dense sands may reduce plough progress without jetting assistance.	
118.600	120.000	-32.961	-29.492	Medium to coarse GRAVEL, Very dense SAND with gravel layers and gravel inclusions of various lithology including chalk fragments, High strength CLAY with a dense bed of sand	DBS_138_CPT, DBS_139_CPT, DBS_139A_CPT, DBS_139_VC, DBS_140_CPT, DBS_141_VC	3	4a, 4b, 4c	S2	0.267352	2.209699	C5	1.5	0.000002	483,982	1	0	0.272251	0.00	1.5	1.772251	Possible	Suitable	Possible	Not Suitable	B		Transition onto Dogger Bank results in presence of gravels and subcropping high-strength clays, which may reduce DOB when jetting.	
120.000	132.507	-36.782	-29.464	Very loose to loose SAND, Very loose to medium dense SAND, Dense to very dense SAND, High-strength CLAY with widely spaced thin to thick beds of medium dense to dense sand	DBSW_002_CPT, DBSW_015_CPT	N/A	N/A	S2	0.000568	5.979814	C6	0.5	0.000010	104,726	1	0	0.89315	0.00	0.5	1.39315	Suitable	Possible	Possible	Not Suitable	A		Presence of gravel units may reduce DOB when jetting. Dense sands may reduce plough progress without jetting assistance.	

KP Start	KP End	Seabed Geology and Samples			Geotechnical Samples in Section	Ground Models					CBRA Results				SSBL		Burial Recommendations										Comments	
		Water Depth (mLAT)		Summary of Geological Conditions within 3m BSB (Red = within DOB)		Fugro Ground Model		GM CBRA Ground Model			Recommended DOL (mBSSBL)	Pstrike at Recommended DOL	Strike Return Period (Years)	DNV Risk Category	Seabed to SSBL Δ		Estimated Dredging Volume (m³)	Target DOB (mBSB)		Burial Method Suitability				Burial Class	Remedial Protection	Key Risks in Zone		
		Min	Max			CGZ	Geotechnical Units	Layer 1	Min Base of Layer 1 (mBSSBL)	Max Base of Layer 1 (mBSSBL)					Layer 2	Min		Max	Min	Max	Jetting	Ploughing	Jet Ploughing					Mechanical Cutting
0.000	2.500	-10.999	1.43613	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_001_CPT, DBS_A01_CPT, DBS_A01_VC	4a, 4b, 8d	3b, 3c, 3d, 3g, 5a, 5b, 5c, 5d, 8a, 8b	C5	0.08118	2.953998	C7	0.5	0.000001	1,000,000	1	0	0.749385	0.00	0.5	1.249385	Not Suitable	Possible	Possible	Suitable	B		High strength clays present throughout burial profile.	
2.500	7.000	-11.057	-8.3324	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to dense SAND with laminate to thin beds of clay and/or pockets of black organic matter/clay, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY	DBS_002_VC, DBS_003_CPT, DBS_004_CPT, DBS_005_CPT, DBS_005_VC, DBS_006_VC, DBS_007_CPT	2a, 2b, 4a, 4c	3b, 3c, 3d, 3g, 5a, 5b, 5c, 5d	S2	0.790485	2.96558	C5	0.5	0.000004	280,070	1	0	0.179568	0.00	0.5	0.679568	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jetting assistance. Gravels may reduce DOB when jetting	
7.000	9.700	-16.407	-9.9197	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY	DBS_008_CPT, DBS_009_CPT, DBS_010_CPT, DBS_010_VC	2b, 4c, 5a	3b, 3c, 3d, 5a, 5b, 5c, 5d	S2	0.248124	2.957246	C5	1.5	0.000001	1,000,000	1	0	0.738279	989.91	1.5	2.238279	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jetting assistance. Gravels may reduce DOB when jetting, subcropping high strength clay	
9.700	22.000	-46.842	-15.598	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_011_CPT, DBS_012_CPT, DBS_013_CPT, DBS_013_VC, DBS_014_CPT, DBS_015_VC, DBS_015A_VC, DBS_016_CPT, DBS_016_VC, DBS_017_CPT, DBS_018_CPT, DBS_018_VC, DBS_018A_VC, DBS_019_CPT, DBS_020_CPT, DBS_021_VC, DBS_021A_VC, DBS_022_CPT, DBS_023_CPT	5a, 5b, 8a, 8b	5a, 5b, 5c, 5d, 8a, 8b	C5	1.121333	2.821718	C7	1.5	0.000002	501,190	1	0	1.48934	7804.02	1.5	2.98934	Not Suitable	Possible	Possible	Suitable	B		Section may be ploughable, but presence of chalk clay, gravel and competent chalk may prevent DOL to be achieved with ploughing alone.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
22.000	25.000	-46.233	-44.926	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_024_CPT, DBS_025_VC, DBS_026_CPT	8a, 8b	5a, 5b, 5c, 5d, 8a, 8b	C5	0.000539	2.026603	C7	1.5	0.000001	1,000,000	1	0	0.25938	0.00	1.5	1.75938	Not Suitable	Possible	Possible	Suitable	C	KP22.1 to KP22.6, KP23.4 to KP23.6, KP24.1 to KP24.4, KP24.8 to KP28.6	Outcropping competent and weathered chalk occurs intermittently and is not expected to be jettable, and may cause plough grade-out. Remedial protection may be required if mechanical cutter is not used.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
25.000	28.500	-48.924	-45.53	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered), Competent CHALK	DBS_027_CPT, DBS_029_CPT	5b, 8a, 8b	5a, 5b, 5c, 5d, 8a, 8b	C5	0	0	C7	1	0.000003	307,519	1	0	0.202091	0.00	1	1.202091	Not Suitable	Possible	Possible	Suitable	C		Outcropping competent and weathered chalk throughout section is not expected to be jettable, and may cause plough grade-out. Remedial protection may be required if mechanical cutter is not used.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
28.500	29.000	-49.852	-48.828	Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY	DBS_030_CPT	5b	5a, 5b, 5c, 5d	C5	0.135655	1.105714	C5	1.5	0.000001	1,000,000	1	0.010258	0.206146	0.00	1.510258	1.706146	Not Suitable	Possible	Possible	Suitable	C		Outcropping competent and weathered chalk throughout section is not expected to be jettable, and may cause plough grade-out. Remedial protection may be required if mechanical cutter is not used.	Ploughing with jet assistance may be feasible, but presents risk of reduced burial in areas of competent chalk. Weathered chalk and gravels may reduce jetability of soils.
29.000	40.500	-58.111	-49.827	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to dense SAND with laminate to thin beds of clay and/or pockets of black organic matter/clay, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone, Weathered mudstone recovered as high to ultra high strength CLAY, Competent sandstone/mudstone	DBS_031_VC, DBS_032_CPT, DBS_033_CPT, DBS_034_VC, DBS_035_CPT, DBS_035_VC, DBS_036_CPT, DBS_037_VC, DBS_038_CPT, DBS_038A_CPT, DBS_039_CPT, DBS_040_CPT, DBS_041_CPT, DBS_041_VC, DBS_042_VC, DBS_043_CPT, DBS_043_VC, DBS_044_CPT	4a, 5a, 5b, 9c, 10a, 10c, 10d, 10e	3b, 3c, 3d, 3g, 5a, 5b, 5c, 5d, 9a, 9b, 10a, 10b	C5	0.029331	2.959932	C7	1.5	0.000003	338,507	1	0	0.804848	1333.16	1.5	2.304848	Not Suitable	Possible	Possible	Suitable	C	KP34.7 to KP35.5	High strength clays, gravels, weathered mudstone and competent limestone, mudstone and sandstone all within burial profile. Competent bedrock may cause plough grade out. DOL not expected to be reachable with jetting alone.	Ploughing feasible through most of section - short section of outcropping weathered or competent mudstone between KP34.700 and KP35.600 may require remedial protection if ploughed.
40.500	44.200	-55.257	-50.931	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Very low to medium strength CLAY, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone, Weathered mudstone recovered as high to ultra high strength CLAY, Competent sandstone/mudstone	DBS_045_VC, DBS_045A_VC, DBS_046_CPT, DBS_046_VC, DBS_047_CPT, DBS_048_CPT, DBS_049_CPT, DBS_049_VC, DBS_050_CPT, DBS_051_CPT	2e, 4c, 5a, 9a, 9c, 10b, 10d	3b, 3c, 3d, 3e, 5a, 5b, 5c, 5d, 9a, 9b, 10a, 10b	C5	0.176753	2.934136	C7	0.5	0.000003	328,344	1	0	2.080387	998.40	0.5	2.580387	Not Suitable	Possible	Possible	Suitable	C	KP42.7 to KP44.2	High strength clays, gravels, weathered mudstone and competent limestone, mudstone and sandstone all within burial profile. Competent bedrock may cause plough grade out. DOL not expected to be reachable with jetting alone from KP42.7.	Ploughing feasible through first half of section - outcropping weathered or competent mudstone from KP42.700 may require remedial protection if ploughed.



44.200	57.000	-62.203	-54.151	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone	D85_052_VC, D85_053_CPT, D85_053A_CPT, D85_053_VC, D85_054_CPT, D85_054_VC, D85_055_CPT, D85_056_VC, D85_057_CPT, D85_057_VC, D85_058_CPT, D85_059_CPT, D85_059_VC, D85_060_CPT, D85_060_VC, D85_061_CPT, D85_062_VC, D85_063_CPT, D85_063_VC, D85_064_CPT, D85_065_VC	2b, 4c, 5a, 9a, 9b, 9c, 9d	3b, 3c, 3d, 5a, 5b, 5c, 5d, 9a, 9b	S2	0.025482	3.173679	C5	0.5	0.000011	91,704	2	0	1.904613	22851.71	0.5	2.404613	Suitable	Suitable	Possible	Not Suitable	B		Subcropping and outcropping high strength clays and gravels will reduce jetability and may require 2nd passes, Subcropping and potential outcropping bedrock may require remedial protection if jetting does not achieve DOB.	Mobile bedforms present, increased DOB required to reach DOL.
57.000	63.900	-60.41	-55.469	Very loose to medium dense SAND, locally gravelly, Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY, Competent limestone/mudstone	D85_066_CPT, D85_066_VC, D85_067_CPT, D85_A02_CPT, D85_A02_VC, D85_068_VC, D85_069_CPT, D85_069_VC, D85_070_CPT, D85_071_VC	1, 2b, 5a, 9a, 9b, 9c, 9d	1, 3b, 3c, 3d, 5a, 5b, 5c, 5d, 9a, 9b	C5	0.155132	2.918724	C7	0.5	0.000004	259,215	1	0	2.279114	21662.05	0.5	2.779114	Not Suitable	Possible	Possible	Suitable	B	KP60.7 to KP63.9	First half of section consists of loose mobile sands over dense sands and medium to very high strength clays. Second half of section consists of outcropping weathered and competent limestone/mudstone. Jetting therefore not suitable. Ploughing or mechanical cutting may achieve shallow 0.5m DOL in conjunction with dredging.	Mobile bedforms present, increased DOB required to reach DOL.
63.900	80.000	-63.671	-47.07	Very loose to medium dense SAND, locally gravelly, Loose to dense SAND, Dense to very dense SAND locally with gravel at base	D85_072_CPT, D85_072_VC, D85_073_CPT, D85_074_CPT, D85_074_VC, D85_075_CPT, D85_075_VC, D85_076_CPT, D85_077_VC, D85_078_CPT, D85_078_VC, D85_079_CPT, D85_080_VC, D85_081_CPT, D85_081_VC, D85_082_CPT, D85_083_CPT, D85_083_VC, D85_084_CPT, D85_084_VC, D85_085_CPT, D85_086_VC, D85_087_CPT, D85_087_VC	1, 2b	1, 3b, 3c, 3d	S2	0.078563	2.88556	S2	0.5	0.000012	80,061	2	0	3.236183	107236.92	0.5	3.736183	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	Mobile bedforms present, increased DOB required to reach DOL.
80.000	89.000	-51.831	-33.642	Loose to dense SAND, Dense to very dense SAND locally with gravel at base	D85_088_CPT, D85_089_VC, D85_090_CPT, D85_090_VC, D85_091_CPT, D85_092_VC, D85_093_CPT, D85_093_VC, D85_094_CPT, D85_095_VC, D85_096_CPT, D85_096_VC	2b	3b, 3c, 3d	S2	0	0	S2	1.5	0.000009	110,837	1	0	2.608967	34888.02	1.5	4.108967	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	Mobile bedforms present, increased DOB required to reach DOL.
89.000	128.500	-61.615	-44.62	Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Loose to very dense SAND locally with very thin beds of clay and locally gravelly, Extremely low to high strength CLAY, Medium to very high strength CLAY, High to very high strength CLAY, Dense to very dense SAND with very thin to thin beds of clay, Extremely high strength CLAY, Very dense SAND, Very high to extremely high strength CLAY	D85_097_CPT, D85_098_VC, D85_099_CPT, D85_099_VC, D85_100_CPT, D85_101_CPT, D85_101_VC, D85_102_VC, D85_142_CPT, D85_143_VC, D85_144_CPT, D85_144_VC, D85_145_CPT, D85_146_VC, D85_147_CPT, D85_147_VC, D85_148_CPT, D85_149_VC, D85_150_CPT, D85_150A_VC, D85_151_CPT, D85_152_VC, D85_153_CPT, D85_153_VC, D85_154_CPT, D85_155_VC, D85_156_CPT, D85_156_VC, D85_157_CPT, D85_158_VC, D85_159_CPT, D85_159_VC, D85_160_CPT, D85_161_VC, D85_162_CPT, D85_162_VC, D85_163_CPT, D85_164_CPT, D85_164_VC, D85_165_CPT, D85_165_VC, D85_166_CPT, D85_167_VC, D85_168_CPT, D85_168_VC, D85_169_CPT, D85_170_VC, D85_171_VC, D85_172_CPT, D85_173_VC, D85_174_CPT, D85_174_VC, D85_A03_CPT, D85_175_CPT, D85_176_VC	2b,2d, 4d, 6, 7	3a, 3b, 3c, 3d, 5a, 5b, 5c, 5d, 6a, 6b, 7a, 7b, 7c	S2	0.277734	3.846098	S2	0.5	0.000034	29,812	2	0	2.979664	84758.76	0.5	3.479664	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	
128.500	136.500	-49.673	-37.069	Very loose to lo loose SAND locally with gravel at base, Loose to dense SAND, Dense to very dense SAND locally with gravel at base	D85_177_CPT, D85_177_VC, D85_178_CPT, D85_179_VC, D85_180_CPT, D85_180_VC, D85_181_CPT, D85_182_VC, D85_183_CPT, D85_183_VC, D85_184_CPT	2b, 2d	3a, 3b, 3c, 3d	S2	0.484157	4.173131	S2	1.5	0.000011	91,933	2	0	0.414581	10864.02	1.5	1.914581	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	
136.500	141.500	-46.642	-20.922	Very loose to lo loose SAND locally with gravel at base, Loose to dense SAND, Dense to very dense SAND locally with gravel at base, Medium dense to very dense SAND	D85_185_VC, D85_186_CPT, D85_187_VC, D85_188_CPT, D85_188_VC	2b, 2c, 2d	3a, 3b, 3c, 3d, 3f	S2	1.934036	6.505333	S2	0.5	0.000002	541,874	1	0	3.931751	4003.99	0.5	4.431751	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	
141.000	147.000	-20.915	-15.942	Medium dense to very dense SAND	D85_A04_CPT, D85_189_CPT, D85_191_CPT, D85_192_CPT	2c	3f	S2	0	0	S2	1	0.000006	157,175	1	0	3.375257	0.00	1	4.375257	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	
147.000	163.710	-36.69	-17.071	Medium dense to very dense SAND, Medium dense to dense SAND, silty fine SAND with occasional shell fragments. Occasional pockets of organic matter, loose to medium dense SAND	D85_194_CPT, D85_195_CPT, D85_197_CPT, D85_198_CPT, D85_198A_CPT, D85_010_BH, D85_010_SCPT			S2	0.780349	19.0307	S3	0.5	0.000010	96,413	2	0	0.999508	0.00	0.5	1.499508	Suitable	Suitable	Possible	Not Suitable	A		Dense sands may slow plough progress rates without jet assistance. Gravels may reduce DOB when jetting.	

Cable Protection Summary

Cable Route	KP Start	KP End	Length	% of Total	Tooling	Burial Class	Target DOL (m)
B	0	2.5	2.5	1.89	Mechanical Cutting	B	0.5
	2.5	6	3.5	2.64	Jetting	A	0.5
	6	9.8	3.8	2.87	Jetting	A	1.5
	9.8	25	15.2	11.47	Mechanical Cutting	B	1.5
	25	28	3	2.26	Mechanical Cutting	C	1
	28	28.8	0.8	0.60	Mechanical Cutting	C	1.5
	28.8	41	12.2	9.21	Mechanical Cutting	C	1.5
	41	44.25	3.25	2.45	Mechanical Cutting	C	0.5
	44.25	57.1	12.85	9.70	Jetting	B	0.5
	57.1	64	6.9	5.21	Mechanical Cutting	B	0.5
	64	79.4	15.4	11.62	Jetting	A	0.5
	79.4	92.5	13.1	9.89	Jetting	A	1.2
	92.5	103.7	11.2	8.45	Jetting	A	0.5
	103.7	110.5	6.8	5.13	Jetting	A	0.5
	110.5	118.6	8.1	6.11	Jetting	A	1.5
	118.6	120	1.4	1.06	Jetting	B	1.5
	120	132.507	12.507	9.44	Jetting	A	0.5

Totals:

Tooling	Length (km)	Length (%)
Jetting	88.657	66.91
Mechanical Cutting	43.850	33.09

Burial Class	Length (km)	Length (%)
A	74.407	56.15
B	38.850	29.32
C	19.250	14.53

Target DOL	Length (km)	Length (%)
0.5m	74.907	56.53
1.0m	3.000	2.26
1.2m	13.1	9.89
1.5m	41.500	31.32

Cable Route	KP Start	KP End	Length	% of Total	Tooling	Burial Class	Target DOL(m)
C	0	2.5	2.5	1.52	Mechanical Cutting	B	0.5
	2.5	7	4.5	2.74	Jetting	A	0.5
	7	9.7	2.7	1.64	Jetting	A	1.5
	9.7	22	12.3	7.49	Mechanical Cutting	B	1.5
	22	25	3	1.83	Mechanical Cutting	C	1.5
	25	28.5	3.5	2.13	Mechanical Cutting	C	1
	28.5	29	0.5	0.30	Mechanical Cutting	C	1.5
	29	40.5	11.5	7.00	Mechanical Cutting	C	1.5
	40.5	44.2	3.7	2.25	Mechanical Cutting	C	0.5
	44.2	57	12.8	7.79	Jetting	B	0.5
	57	63.9	6.9	4.20	Mechanical Cutting	B	0.5
	63.9	80	16.1	9.80	Jetting	A	0.5
	80	89	9	5.48	Jetting	A	1.5
	89	128.5	39.5	24.05	Jetting	A	0.5
	128.5	136.5	8	4.87	Jetting	A	1.5
	136.5	141.5	5	3.04	Jetting	A	0.5
	141	147	6	3.65	Jetting	A	1
	147	163.71	16.71	10.18	Jetting	A	0.5

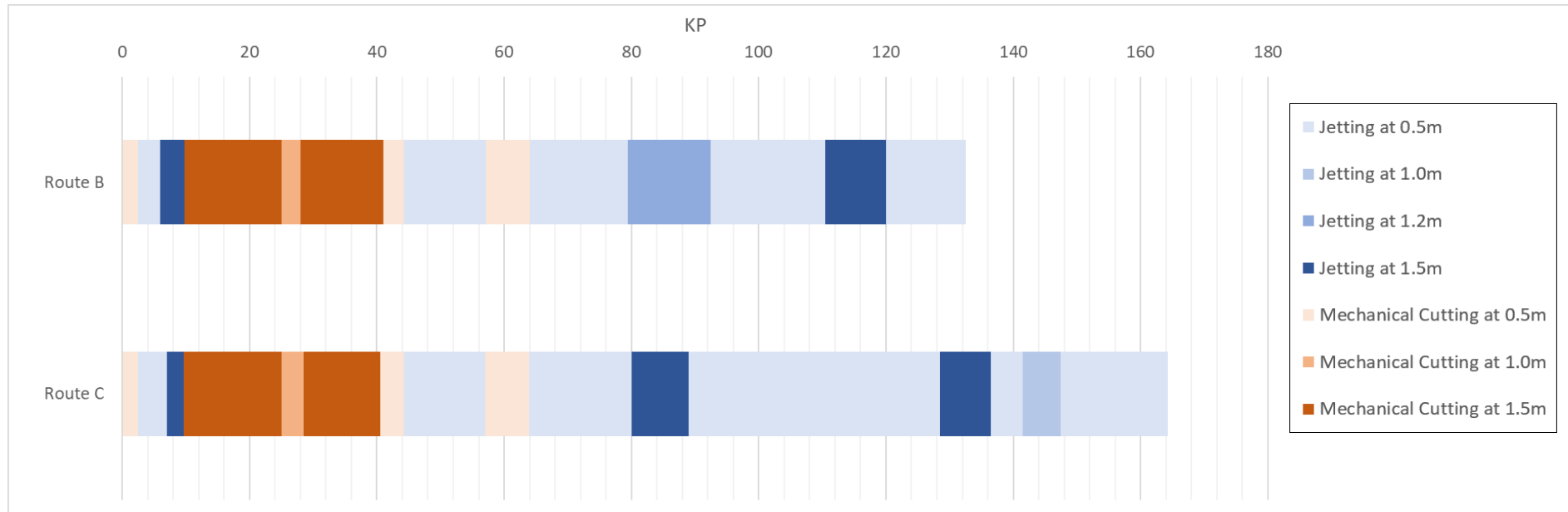
Totals:

Tooling	Length (km)	Length (%)
Jetting	120.31	73.27
Mechanical Cutting	43.90	26.73

Burial Class	Length (km)	Length (%)
A	107.510	65.47
B	34.500	21.01
C	22.200	13.52

Target DOL	Length (km)	Length (%)
0.5m	107.710	65.59
1.0m	9.500	5.79
1.2m	0.000	0.00
1.5m	47.000	28.62

	Burial Class (By Distance in km)			Burial Class (By % of Route Length)		
	A	B	C	A	B	C
Route B	74.41	38.85	19.25	56.15	29.32	14.53
Route C	107.51	34.50	22.20	65.47	21.01	13.52



Fugro Ground Model					GM CBRA Model						
CGZ	%	Fugro Geotechnical Unit*			Unit Code		Upper Layer	Su (kPa)			
		Upper	Mid	Lower	Upper	Lower		Upper From	Upper To	Lower From	Lower To
1	0.2	1	1	1	S1	S1	N/A	n/a	n/a	n/a	n/a
2a	1.51	3b,3c,3d	3b,3c,3d	3b,3c,3d	S2	S2	N/A	n/a	n/a	n/a	n/a
2b	36.3	3b,3c,3d	3b,3c,3d	3b,3c,3d	S2	S2	N/A	n/a	n/a	n/a	n/a
2c	6.24	3f	3f	3f	S2	S2	N/A	n/a	n/a	n/a	n/a
2d	15.16	3a	3a	3b,3c,3d	S1	S2	H08	n/a	n/a	n/a	n/a
2e	0.17	3b,3c,3d	3b,3c,3d	3e	S2	S2	N/A	n/a	n/a	n/a	n/a
3	0.66	3b,3c,3d	4a,4b,4c	4a,4b,4c	S2	C5	H10	n/a	n/a	75	150
4a	1.16	3b,3c,3d,3g	3b,3c,3d,3g	5a,5b,5c,5d	S2	C5	H10	n/a	n/a	75	150
4b	0.44	3b,3c,3d	5a,5b,5c,5d	5a,5b,5c,5d	S2	C5	H10	n/a	n/a	75	150
4c	5.32	3b,3c,3d	3b,3c,3d	5a,5b,5c,5d	S2	C5	H10	n/a	n/a	75	150
4d	2.68	3a	3a	5a,5b,5c,5d	S1	C5	H08	n/a	n/a	75	150
5a	4.33	5a,5b,5c,5d	5a,5b,5c,5d	5a,5b,5c,5d	C5	C5	N/A	75	150	75	150
5b	7.31	5a,5b,5c,5d	5a,5b,5c,5d	5a,5b,5c,5d	C5	C5	N/A	75	150	75	150
6	0.7	3a,3b,3c,3d	5a,5b,5c,5d	6a,6b	S2	C7	H30	n/a	n/a	300	1000
7	1.79	3b,3c,3d	5a,5b,5c,5d	7a,7b,7c	S2	C6	H30	n/a	n/a	150	300
8a	2.87	8a,8b	8a,8b	8a,8b	C7	C7	N/A	300	1000	300	1000
8b	4.29	5a,5b,5c,5d	8a,8b	8a,8b	C5	C7	H30	75	150	300	1000
8c	0.67	5a,5b,5c,5d	5a,5b,5c,5d	8a,8b	C5	C7	H30	75	150	300	1000
8d	0.4	3g	5a,5b,5c,5d	8a,8b	C5	C7	H30	75	150	300	1000
9a	2.5	9a,9b	9a,9b	9a,9b	C7	C7	N/A	300	1000	300	1000
9b	0.4	3b,3c,3d	3b,3c,3d	9a,9b	S2	C7	H10	n/a	n/a	300	1000
9c	1.44	5a,5b,5c,5d	5a,5b,5c,5d	9a,9b	C5	C7	H30	75	150	300	1000
9d	1.48	3b,3c,3d	5a,5b,5c,5d	9a,9b	S2	C7	H30	n/a	n/a	300	1000
10a	0.4	10a,10b	10a,10b	10a,10b	C7	C7	N/A	300	1000	300	1000
10b	0.08	10a,10b	10a,10b	10a,10b	C7	C7	N/A	300	1000	300	1000
10c	0.77	5a,5b,5c,5d	5a,5b,5c,5d	10a,10b	C5	C7	H30	75	150	300	1000
10d	0.59	5a,5b,5c,5d	5a,5b,5c,5d	10a,10b	C5	C7	H30	75	150	300	1000
10e	0.14	3b,3c,3d	5a,5b,5c,5d	10a,10b	S2	C5	H10	n/a	n/a	75	150

Seismostratigraphic Unit		
A	B	C
D	G	H
I(a)	I(b)	I(c)

**Fugro Geotechnical Units Summary**

Geotechnical Unit	Seismic Unit	Description	Su Best Estimate	Base Horizon
1	A	Very loose to medium dense SAND, locally gravelly	n/a	H05
2a	None	Very loose to medium dense SAND, locally with clay laminations and beds and gravel	n/a	Not Resolvable
2b	None	Extremely low to medium strength CLAY	23	Not Resolvable
3a	B	Very loose to lo loose SAND locally with gravel at base	n/a	H08
3b	B	Loose to dense SAND	n/a	H10
3c	B	Dense to very dense SAND locally with gravel at base	n/a	H10
3d	B	Loose to dense SAND	n/a	H10
3e	B	Very low to medium strength CLAY	35	H10
3f	B	Medium dense to very dense SAND	n/a	H10
3g	B	Loose to dense SAND with laminate to thin beds of clay and/or pockets of black organic matter/clay	n/a	H10
4a	C	Medium to coarse GRAVEL	n/a	H20
4b	C	Very dense SAND with gravel layers and gravel inclusions of various lithology including chalk fragments	n/a	H20
4c	C	High strength CLAY with a dense bed of sand	110	H20
5a	D	Loose to very dense SAND locally with very thin beds of clay and locally gravelly	n/a	H30
5b	D	Extremely low to high strength CLAY	17	H30
5c	D	Medium to very high strength CLAY	125	H30
5d	D	High to very high strength CLAY	230	H30
6a	G	Dense to very dense SAND with very thin to thin beds of clay	100	H60
6b	G	Extremely high strength CLAY	400	H60
7a	H	Very dense SAND	n/a	H70
7b	H	Very high to extremely high strength CLAY	250	H70
7c	H	Very dense SAND	n/a	H70
8a	1a	Structureless white CHALK composed of very high strength to extremely high strength CLAY or slightly sandy silty fine to coarse GRAVEL (weathered)	400	N/A
8b	1a	Competent CHALK	n/a	N/A
9a	1b	Extremely weak to weak completely weathered to slightly weathered very dark grey to black MUDSTONE recovered as fine to coarse GRAVEL or high strength to ultra high strength sandy gravelly CLAY	300	N/A
9b	1b	Competent limestone/mudstone	1000	N/A
10a	1c	Weathered mudstone recovered as high to ultra high strength CLAY	1000	N/A
10b	1c	Compotent sandstone/mudstone	1000	N/A

**Burial Class Definitions:**

Burial Class	Description		Achievable Burial Depth
	General	Geology	
A	Full burial expected to target depth in a single trencher pass. Constant burial conditions with low variability.  Optimal plough or jetting progress rate.	Thick very loose to medium dense sands / silts and soft to firm clays.  Generally flat seabed and absence of features hindering burial operations.	Target or Beyond
B	Reduced and variable burial conditions.  Reduced progress rate possible.  Potential for reduced success with jetting tools and / or multiple passes expected with potentially different tooling such as mechanical cutters.	Medium dense to dense sand and stiff to very stiff clay or loose / soft sediment sitting over a dense to very dense unit.  Minor bedforms, slopes <10 degrees expected to impact tool progress.	Within Target
C	Poor burial expected, with possible areas of cable exposure.  Slow progress rate with high risk of not achieving full burial.	Stiff to very stiff clay and up to very dense sand/silt and consolidated sediment / bedrock, or a thin unit of loose/soft sediment sitting over a dense to very dense unit or rock.  Bedform slopes > 10 degrees.	Potentially less than target

**Abbreviations:**

Abbreviation	Definition
CGZ	Cable Geotechnical Zone (Fugro)
DOB	Depth of Burial
DOL	Depth of Lowering
KP	Kilometre Post
mBSSBL	meters Below Stable Seabed Level
mLAT	meters (from) Lowest Astronomical Tide
SSBL	Stable Seabed Level

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**Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire, SN5 6PB**

