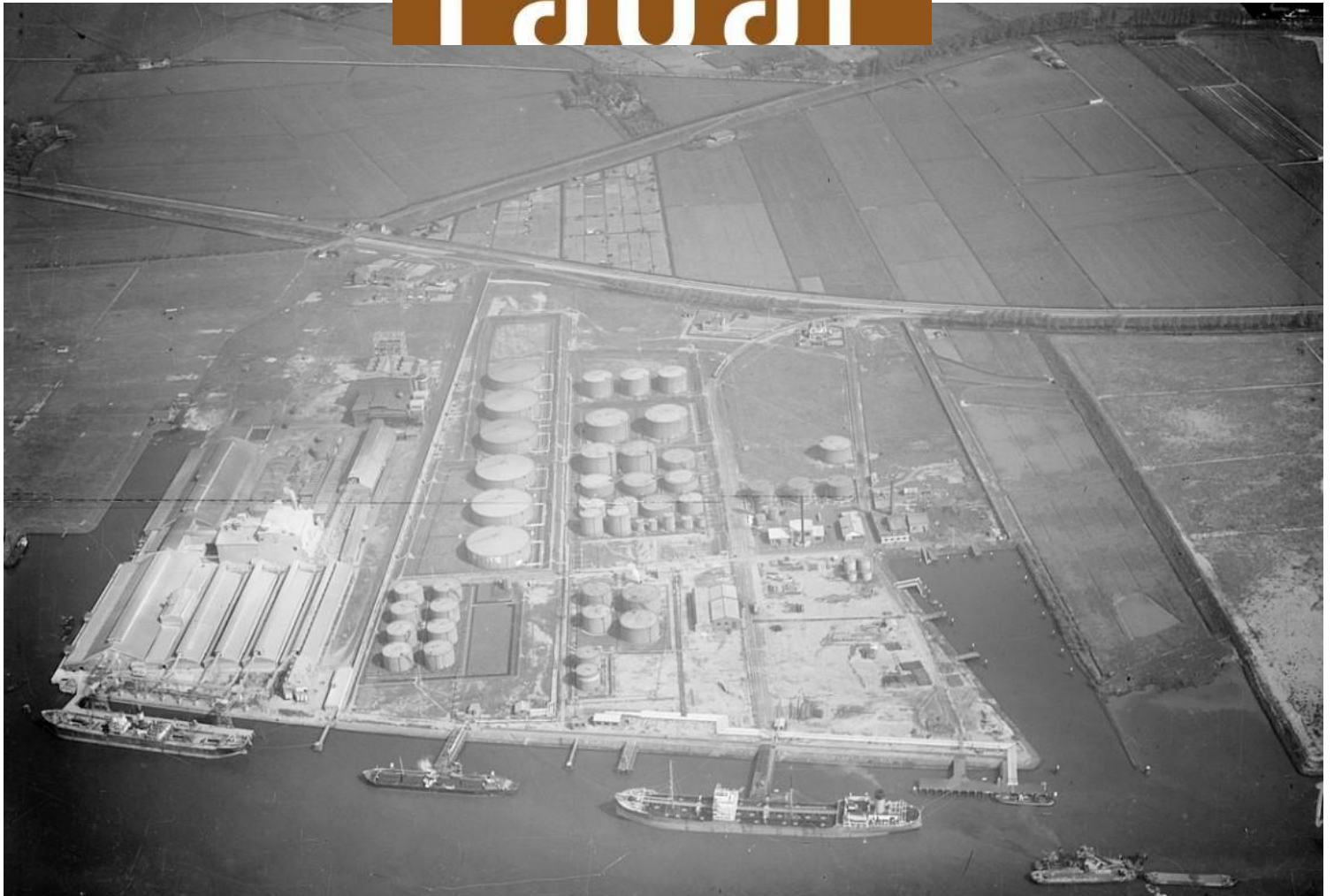


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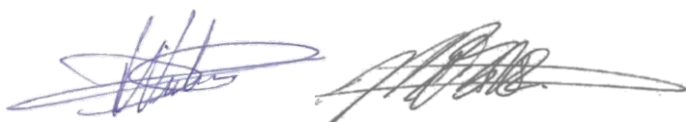
Interim Report Detection Explosive Remains of War Tank
Park Phase 3 Zevenmanshaven in Vlaardingen

PROJECT PLAN

Certified according to Certification Scheme - Detect Explosive War Remnants.

Project: Tank Park Phase 3 Zevenmanshaven Vlaardingen
Client: RvB Engineering B.V.
Project Number: EU21-080
Characteristic : EU21-080-TR-01
Date: 27-05-2021
Version: 1.1
Status: Final

Agreed	Agreed
Senior expert	Management
OOO Euroradar	Euroradar
Dhr. D. Winter	Dhr. D. Meisner



1. INTRODUCTION

RvB Engineering B.V. (hereinafter referred to as RvB) intends to carry out various earthmoving activities on the site of the Tank Park Phase 3 at Zevenmanshaven in Vlaardingen. These earthmoving activities will take place in an area which is suspected of the possible presence of Explosive War Remains on the basis of the Historical Preliminary Investigation Non-Splashed Conventional Explosives Railroad Schiedam Centrum-Hoek van Holland. As a result, there is a possibility that Unexploded War Remains will be touched during these earthmoving activities, which leads to great risks.

For this reason, a safe working environment should be provided. In order to guarantee a safe working environment with regard to infrastructural work, but also for future soil movable activities, RvB has commissioned Euro radar to investigate the soil layer of the project area through investigation activities and possibly to release it for the presence of Explosive War Remains deeper than 4.50 m-mv up to a maximum of 15.00 m-mv.

Since the depth calculation has not been drawn up on the basis of NAP values, an average NAP height of the current ground level of approximately 2.5m NAP has been taken (source: General Height Map of the Netherlands dated 24-03-2021). This means that the vertical demarcation is at a depth of approx. 12.5m -NAP.

The activities described below have been carried out in accordance with the drafted and approved project plan with reference EU21-080-PP-02 RvB Engineering F3 Tank Park Zevenmanshaven Vlaardingen dated 30-03-2021.

2. WORK PERFORMED

From April 12 till May 5, 2021, the following work was carried out:

The detection activities took place in an industrial zone located in the Delta industrial area of the municipality of Vlaardingen on a vacant lot at Zevenmanshaven.

The investigative activities that have been carried out are:

- Non-real-time depth detection by means of a chain drive and hydraulic crawler crane. A VCU3-8 and a VSM3-plus probe from Vallon were used.

A probe is pressed into the ground by means of the chain drive, which displays real-time detection data when it descends. This data has been assessed by an Expert 000 during the downing. When the probe was picked up, the measurement data was included which was later assessed using the evaluation program Eva2000 v.2.34. During the work, the client asked for the location which geotechnical research had to be carried out by the company >>>> could first be released.

The entire detection area has been detected up to 13m -NAP. 2 locations have been selected in which a significant object with the characteristic of an OO is located.

Part of the exploration area has not been investigated due to the presence of existing asphalt and foundation remains of tanks. This has been discussed with the client. He indicated that these locations can be omitted. This has been made visible in the Interim Release drawing as shown in the appendix.

In between the activities, a few CPT points have been released throughout the site by means of depth detection up to 13m NAP.

3. CONCLUSION AND ADVISE

After interpretation and analysis by the Senior Expert 000, it appeared that 2 locations remain where further investigation is necessary in order to possibly rule out whether this concerns significant disruptions.

For this reason, Euroradar therefore recommends framing the two locations by means of a finer grid with several CPTs. As a result, more data is collected that can be used for calculations and there is the possibility that these areas can still be used.

The method of detection can be done by means of a CPT vehicle which is equipped with a magnetometer. The grid around the object will be set up with a mutual distance of 1m. This will have to be determined on site on the basis of each additional CPT that is placed.

Figures 1 and 2 show the results. As can be seen, this is a striking deflection at a depth of approx. 6m -mv and 7.5m -mv.

Figure 3 shows the investigation area, indicating what has been released and which locations require further investigation.

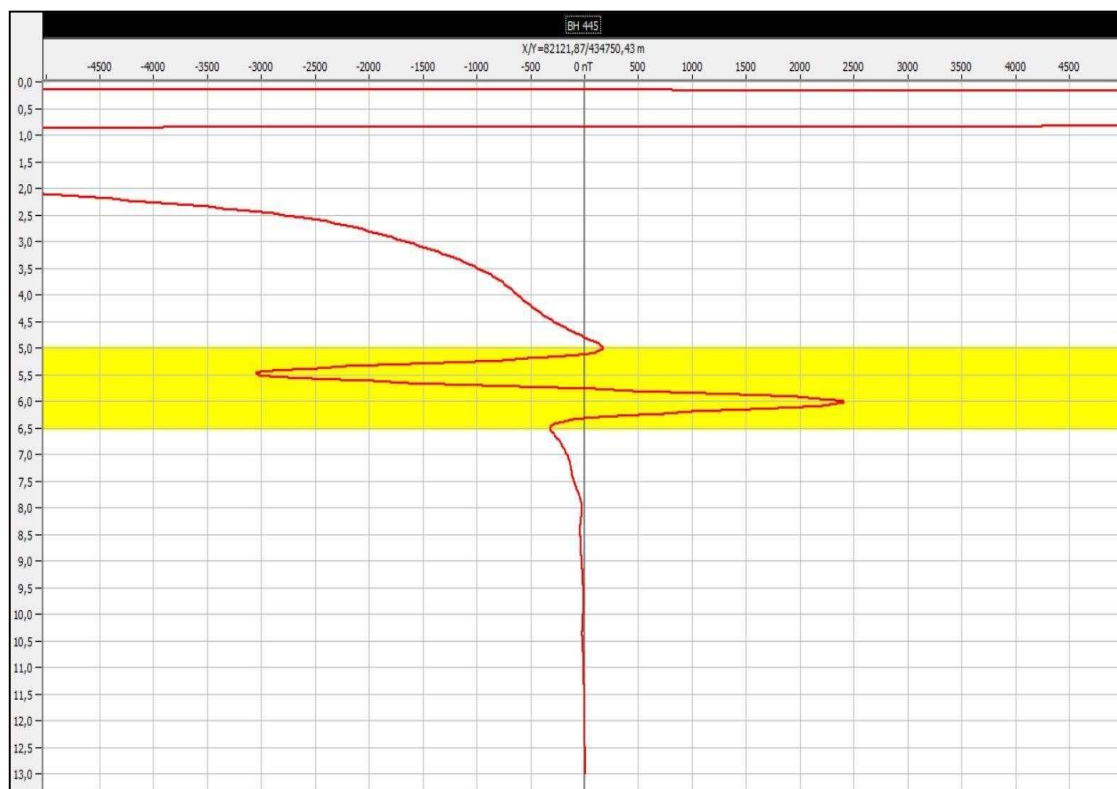


Figure 1 Borehole 445

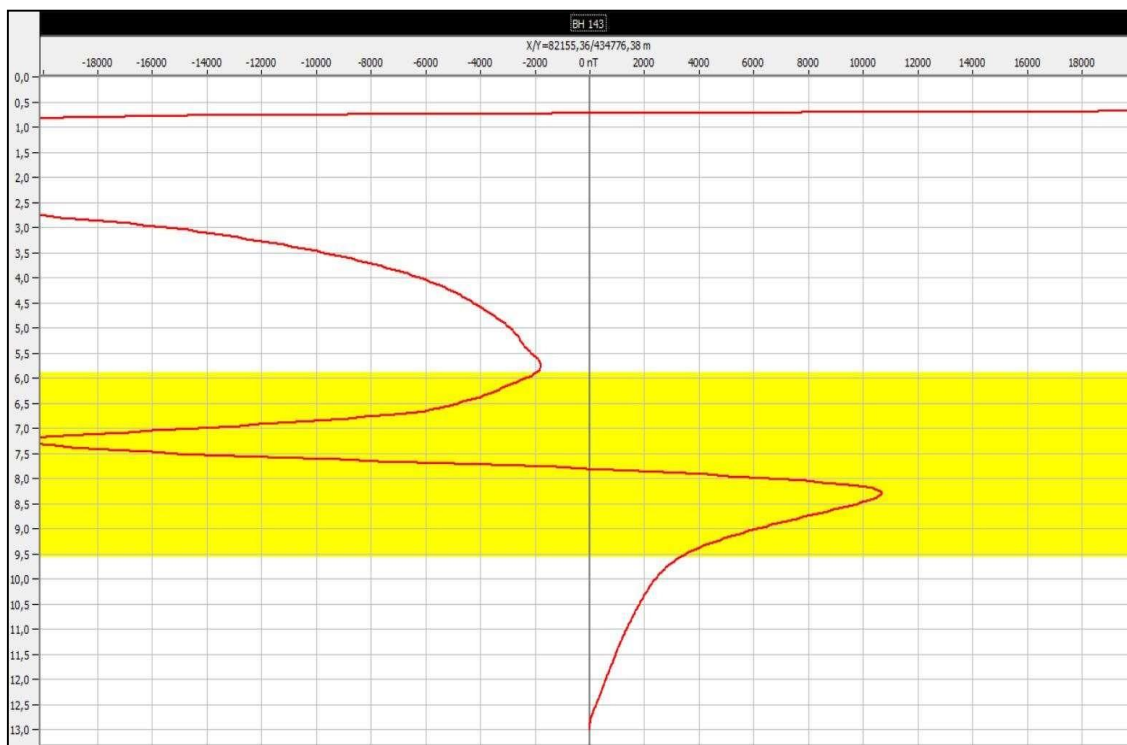
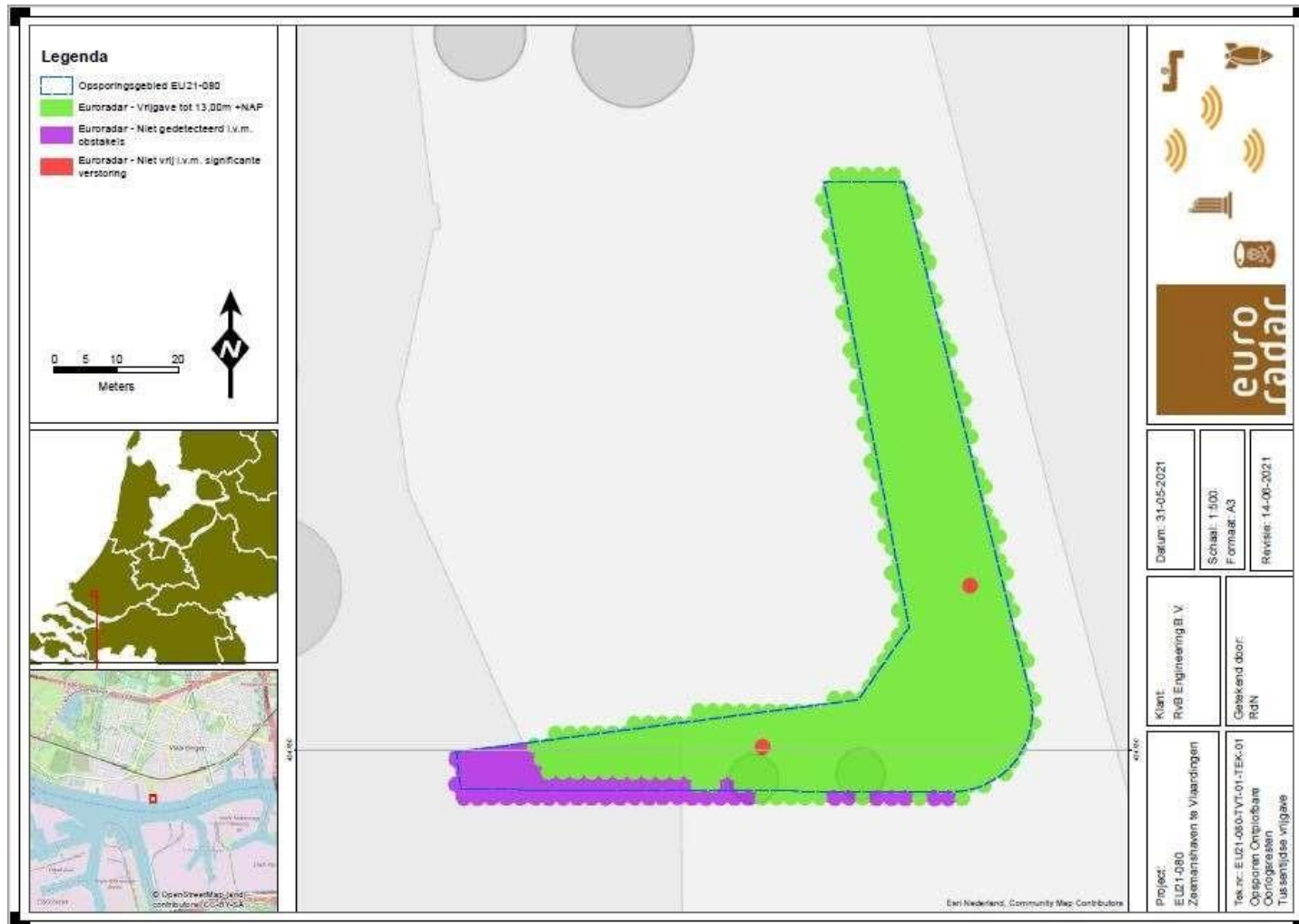


Figure 2 Borehole 143



Afbeelding 3 Tussentijdse vrijgave