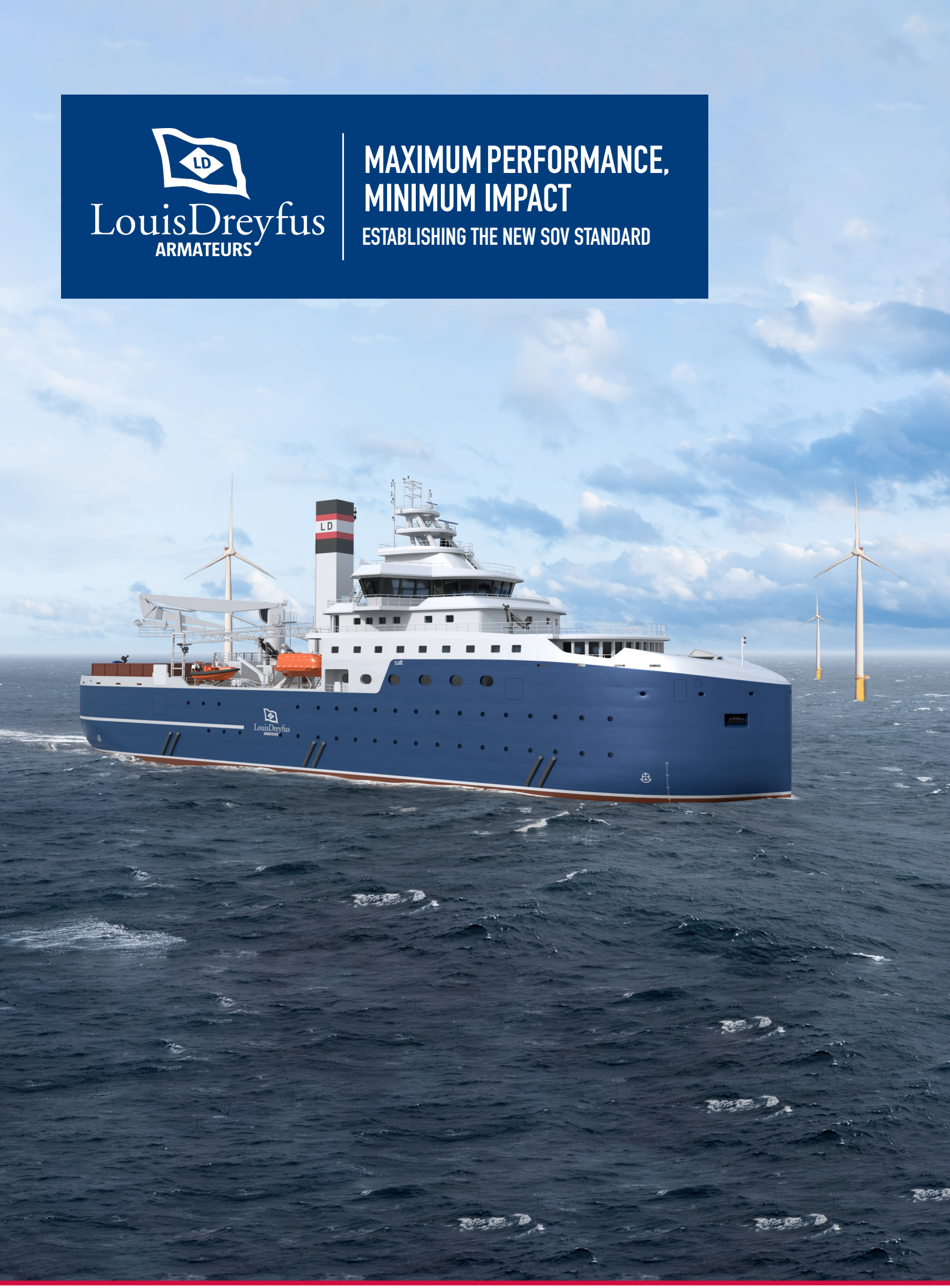
LouisDreyfus
ARMATEURS

MAXIMUM PERFORMANCE, MINIMUM IMPACT

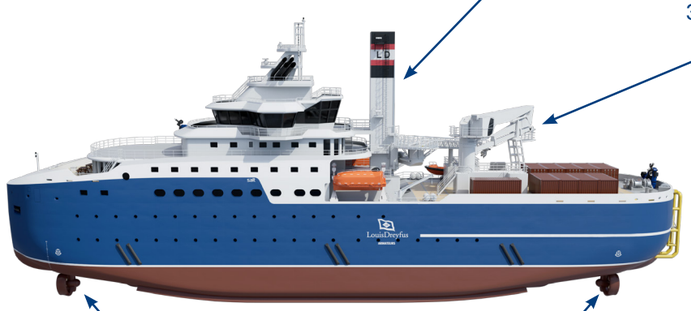
ESTABLISHING THE NEW SOV STANDARD



SOV PLATFORM FOR DEDICATED O&M SOLUTION

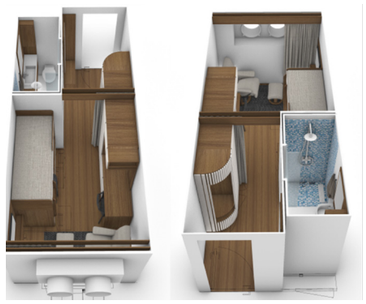
Leveraging several years of **operational experience**, LDA has developed an innovative SOV. Our design offers **best in class operability** thanks to extended DP performances, a quad propulsion, an electrical configuration with enhanced battery pack and high standards transfer systems. Thanks to our know-how and relying on our highly skilled crew, we have **optimized workflows**, maximizing **operational efficiency** for increased technicians' tool time. Particular attention has been taken to ensure the **highest level of comfort**, to allow quality leisure and rest time for technicians with many recreational rooms and access to daylight.

Up to 99%
yearly operability
standard North Sea conditions



INNOVATIVE VESSEL DESIGN

- Hull form for enhanced stability and comfort
- Hotel and working areas segregated, privileging space and views
- Improved flow at quay to optimize port calls
- Client facilities with large windows, providing clear view on transfer operations



Accomodation
[50-90+] clients' personnel

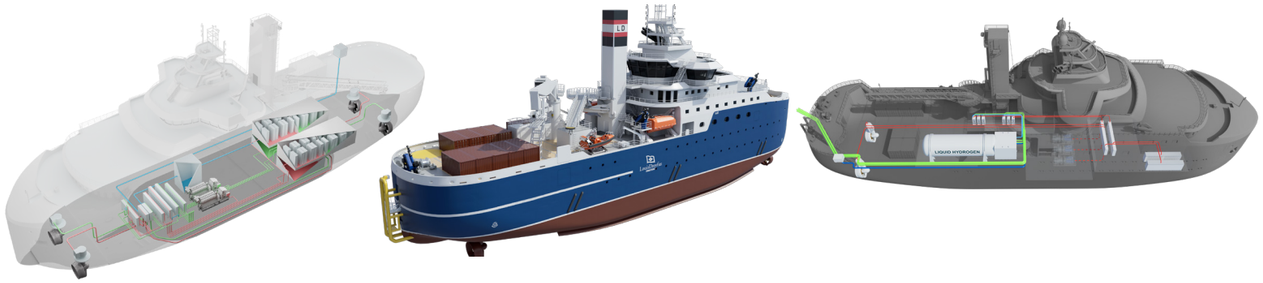
High energy efficiency
[3.5-4]t/d MDO

Guaranteed **2.5**m Hs

ALTERNATIVE FUEL OPTIONS TO ACHIEVE ZERO EMISSION

At LDA, we believe in developing purpose-built SOVs tailored to specific project and needs. Our innovative design can be fitted with several alternative fuel options: **full electric** and **dual-fuel methanol** readily available, or **hydrogen** in the near future.

ZERO-EMISSION & 100% ELECTRIC - ESOV	DUAL-FUEL METHANOL SOV	ZERO EMISSION SOV LH2 POWERED
• 100% electric and zero emission during standard operations • Design is able to accommodate any charging solution • Full-redundancy and ability to maintain full operational capabilities even in case of batteries / charging system failure	• Dual-fuel propulsion with up to 90% fuel ratio (Methanol/ Diesel), allowing for high flexibility in operations and high decarbonization potential • High-efficiency engines based on Diesel cycle for reduced consumption (c. 10% reduction vs Otto cycle engines)	• 100% hydrogen and zero emission during standard operations (95% total time) • Green energy stored as Liquid Hydrogen in an insulated tank • No additional external capex required. (e.g. offshore charging) • No heavy onshore / port infrastructure required for bunkering



- **18 hrs** standard operations in zero emission mode
- **95%** of time running as zero emission

- **590m3** methanol bunkering capacity
- **380m3** MDO bunkering capacity

- Bunkering in max **6hrs** via trailers
- **14 days** endurance working on H2
- **24hrs** operations (no reloading time offshore)

SAVE AROUND 4000T OF CO_2 PER YEAR BY CHOOSING THE BEST COMBINATION OF OPERABILITY, OPTIMIZED WORKFLOW, CREW COMFORT AND EMISSIONS REDUCTION TECHNOLOGIES.

Alternative design process (MSC1455)

Concept design based on BV rules (NR 678 and NR 567) - Level 1 AIP received

WE SAIL FOR THE NEXT GENERATION

Learn more about LDA:

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