WEEKLY REPORT No. 002
July 27th to 31th, 2020

PROJECTS:

PO No. TPS 20-006 TERMOPUERTOSOLO 2 - BUENAVENTURA, TRANSMISSION LINE 115kV AND POWER ELECTRICAL SUBSTATION SE TABOR

PO No. TS1 20-009 TERMOSOLO 1 - PALMIRA, TRANSMISSION LINE 230kV AND POWER ELECTRICAL SUBSTATION SE SAN MARCOS

1. PURPOSE

The purpose of this document is to report to Client Upper Management the current weekly progress related with the projects:

- TERMOSOLO 2 BUENAVENTURA, TRANSMISSION LINE 115kV AND POWER ELECTRICAL SUBSTATION SE TABOR
- TERMOSOLO 1 PALMIRA, TRANSMISSION LINE 230kV AND POWER ELECTRICAL SUBSTATION SE SAN MARCOS

2. ABREVIATIONS

- TERMOPUERTO SOLO 2 – TS2
- POWER ELECTRICAL SUBSTATION TS2 – SE2
- POWER ELECTRICAL SUBSTATION TABOR 115kV, CELSIA EPSA TO RECEIVE TL2 – SE TABOR
- TERMO SOLO 1 – TS1
- POWER ELECTRICAL SUBSTATION TS1 – SE1
- POWER ELECTRICAL SUBSTATION SAN MARCOS 230kV, ISA TO RECEIVE TL1 – SE SAN MARCOS
- TRANSMISSION LINE 1 FROM TS1 TO SE SAN MARCOS – TL1
- TRANSMISSION LINE 2 FROM TS2 TO SE TABOR – TL2

3. POINTS OF ATTENTION

- TL2 power electrical capacity could be adjusted from 80 to 106MW in the RFP to Mota-Engil if there is not impact in bid and execution schedule.
- Execute backward planning with Project Milestones, Environmental License, Transmission Line, Power Plant and Port EPC Contractor to confirm the time schedule of Mota-Engil Contract.

4. CURRENT STATUS

4.1 WARTSILA EPC POWER PLANT

4.1.1 TS2.

- Define scope not included in Wartsila proposal to include it in the applicable Power Electrical EPC Package. To be confirmed by GERS.
- Identify contract status and pending issues to close the draft contract and proceed to signature.
- Determine Wartsila conditions for the Power Plant Platform reception and acceptance. This should be included in EPC Port Contract.
- Pending to define laydown area or request Wartsila to consider in their proposal.

4.1.2 TS-1.

- Define scope not included in Wartsila proposal to include it in the applicable Power Electrical EPC Package. To be confirmed by GERS.
- Identify contract status and pending issues to close the draft contract and proceed to signature.
- Determine Wartsila conditions for the slab reception and acceptance.
- Identify contract status and pending issues to close the draft contract and proceed to signature.
- Laydown area under SEA ONE scope.

4.2 O&M POWER PLANT CONTRACT

- It is pending to request more information about O&M strategy with SEA ONE.

4.3 CQS - EASEMENT NEGOTIATION

4.3.1 TS-2.

- TL2. Poles 1 to 6 over marine location and no easement negotiation is required. Just permits with marine authorities.
- TL2. Poles 6 to 7 over Calle 6 and El Piñal Bridge. No easement negotiation, just permits with IVIAS. Good strategy proposed by CQS, GERS, AyT, SEA ONE Project Team.
- TL2. Pole 7 underground to SE Tabor. Easement negotiation to be confirmed if it is over CELSIA – EPSA property and status.

4.3.2 TS-1.

- For the TL1 preliminary route lands status:
  - Identified 18 Owners.
  - Progressing: 4 Owners.
  - Pending: 2 Owners.
  - Total: 24 Owners to be confirmed.
- Pending easement report information for TL1 in a matrix with more details.

4.4 PERMITING

- Roadmap permitting is ongoing. Weekly meeting for this point was scheduled every Wednesday 10 am with SEA ONE project team.

4.5 GERS - TRANSMISSION LINE (TL) AND POWER ELECTRICAL SUBSTATIONS (SE)

4.5.1 SE2 + LT2 + SE TABOR.

- SE2 bay line 115kV. GERS will identify technical scope not included in WARTSILA package. It means phase and guard cable, structures, bar, insulators, fittings, foundations, others. This is work in progress.
- LT2 engineering progress is 77% (Jul 24th). It is completed from pole 1 to pole 6.
- LT2 Pole 1 location is over Power Plant Platform. This foundation scope of works should be included in EPC Port Contract.
- Pole 6 - Pole 7 - SE Tabor
    - Pole 6 to 7 route defined and agreed technical, environmental and easement.
    - Pole 7 to SE Tabor, underground crossing and outcrop in pole 8, the technical scope of work and basic engineering is ongoing.
    - Bar structure in power electrical substation bay SE Tabor the engineering progress is 79% (Jul 24th).

4.5.2 SE1 + LT1 + SE SAN MARCOS 230kV.

- SE1 bay line 230kV. GERS will identify technical scope not included in WARTSILA package. It means phase and guard cable, Structures, bar, insulators, fittings, others
- LT1 engineering progress.
    - Lidar survey land works to be performed by GERS but additional cost need to be approved by SEA ONE. The target is to start next week.
- LT1. CQS proposed to consider the transmission lines supports in poles instead of towers or a mix of them. It has advantage for easement negotiations. Benefits in schedule for this solution in procurement, fabrication and construction will be analyzed and presented to SEA ONE.
- SE San Marcos
    - Engineering progress planned is not clear in weekly reports but actual is at 0%.

4.6 EPC PACKAGE 115kV (SE2 + LT2 + SE TABOR)

- Terms of reference and RFP package to be prepared including: technical chapter by GERS, social chapter by CQS and environmental chapter by AyT.

4.7 EPC PACKAGE 230kV (SE1 + LT1 + SE SAN MARCOS)

- Terms of reference and RFP package to be prepared including: technical chapter by GERS, social chapter by CQS and environmental chapter by AyT.

4.8 AQUA Y TERRA / AYT – ENVIRONMENTAL LICENSING

- TS2.
  - The environmental studies progress planned should be 69%, but actual progress is at 58%. Information up to Jul24th. No progress reported by AYT during this week.
  - The pending environmental license modifications for the last 300m of TL2 are in progress. Information up to Jul24th. No progress reported by AYT during this week.
- TS1.
  - The environmental studies progress planned should be 66%, but actual progress is at 60%. Information up to Jul24th. No progress reported by AYT during this week.
  - AYT is requesting definitions about water balance for the facility (Power Plant, Truck Bay, Storage and other support infrastructure). The result is going to be used to define water capture from river or deep drilling. It is going to be suggested the use of water trucks considering the basic complexity of the facility.