

Passion



"I no longer have monotonous days."

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PASSION

Smulders Magazine

Smulders

Hoge Mauw 200
2370 Arendonk België
Tel: +32 14 408 102

Publication Manager Raf Iemants

Coordinator Britt Weckx

Editor Dymph Essenstam

With support from

Raf Iemants, Carla Wellens,
Joost Van Dun, Gregory Van Bruyssel,
Arwen Cloos, Bart Van Rooy,
Joanna Majewska

Photos

Dymph Essenstam, Studio Fase, EnBW

Design & Production

toelgroep - merk. ontwerp. interactie

Printed by

Daddy Kate



We will fully utilise this breather

After a number of years during which we have been working extremely hard, this is a year in which we will be given the time to refine our organisation. The space to do so has opened up in our agenda because of the postponement of several wind projects due to social and political reasons. We originally hoped to fill in this space with civil projects and we were able to acquire some great ones. Think about the San Juan viaduct, the Noordkasteelbruggen and the assignment to build the bridge across the Rozenburg sluice which contract was signed at the end of March. However, these projects alone make it impossible to compensate for the enormous number of hours we usually spend on offshore projects and, in part, this may actually be a good thing.

Vigilant of safety

Although we slowly start to perform increasingly better in the field of safety, thanks to the efforts made by everyone within the organisation, it still went wrong a couple of times during the past period. That is the reason why we will train everyone working at Smulders this year in staying vigilant of "safe behaviour". Choosing the easiest way simply continues to be too risky in a company like ours.

Keeping welding results at a high level

We have also monitored the welding results over the recent period in order for these results to remain at a high level. This is the time for us to refocus. Our clients must be able to have blind trust in the high standard of finishing they have become accustomed to.

Strong together

On the other hand, we were also able to deliver several projects exactly according to the requirements of the client in the past six months. The latter once again shows the

power of cooperation between our companies. The work activities for the prestigious project Deutsche Bucht also run smoothly. The engineering is on schedule and the steel construction is currently being assembled in Vlissingen. This even places us ahead of the initial planning. That too is a crown on our teamwork. Especially as this is the first time we are not just responsible for the engineering of the steel but also for the electrical installation.

Great order portfolio 2019

It looks as if the market for offshore wind will recover in the second half of 2019. We already have a great order portfolio for that year including projects such as Triton Knoll, St. Nazaire and Avelin Gavrelle. In the meantime, we continue to be committed to fill the capacity available at the several locations of Smulders. In addition, we will, as said, actively engage in our own organisation so in 2019 we shall be able to show again what we are worth as Smulders locations collectively. We utilise this breather to have the entire team recover its strength and to start working even safer than ever. In the meantime, we wish you a summer to enjoy at the fullest!

On behalf of the entire Management Board,

Raf Iemants

Managing Director Smulders



News

650 days without lost time accident

Our facility in Balen has been working for more than 650 days without any lost time accident, thanks to actions like e.g. executing Last Minute Risk Analyses, talking to colleagues about their unsafe behaviour and toolbox meetings.

In May 2016 Smulders Balen also crossed the magical border of 600 days without any serious accident. Since 2017, we didn't have to report any accident with the insurance company. Moreover, the number of first aid treatments in Balen has been decreasing for years as well.

An amazing performance of all 135 employees!

Offshore Energy Fair

We will be presenting our activities in the offshore wind market on the Offshore Energy Exhibition held this autumn in Amsterdam. Make sure to visit our stand (no. 2.507) on 23 and 24 October! More information can be found on www.offshore-energy.biz.



Fietsen door de Bomen

The new cycling experience 'Fietsen door de Bomen' ('Cycling through the trees') is officially launched. Toerisme Limburg vzw recently announced that Smulders will be the general contractor of this project..

'Fietsen door de Bomen' will be an iconic cycling bridge: you can cycle amongst the crests of the pines at the 'Pijnven' (Bosland) in Hechtel-Eksel, Belgium.

Preparational works at Bosland started in June. The steel construction will be built at our facilities and assembled on site afterwards. The cycling bridge, a double circle with

a diameter of 100 meters, ascends gradually (3-4%) to a height of 10 meters. The bridge will be approx. 700 meters long. The construction – vertical columns (diameter of 20 cm) in weather-resistant steel, placed at one, two or three meters of each other – symbolizes the tree trunks of the pines.

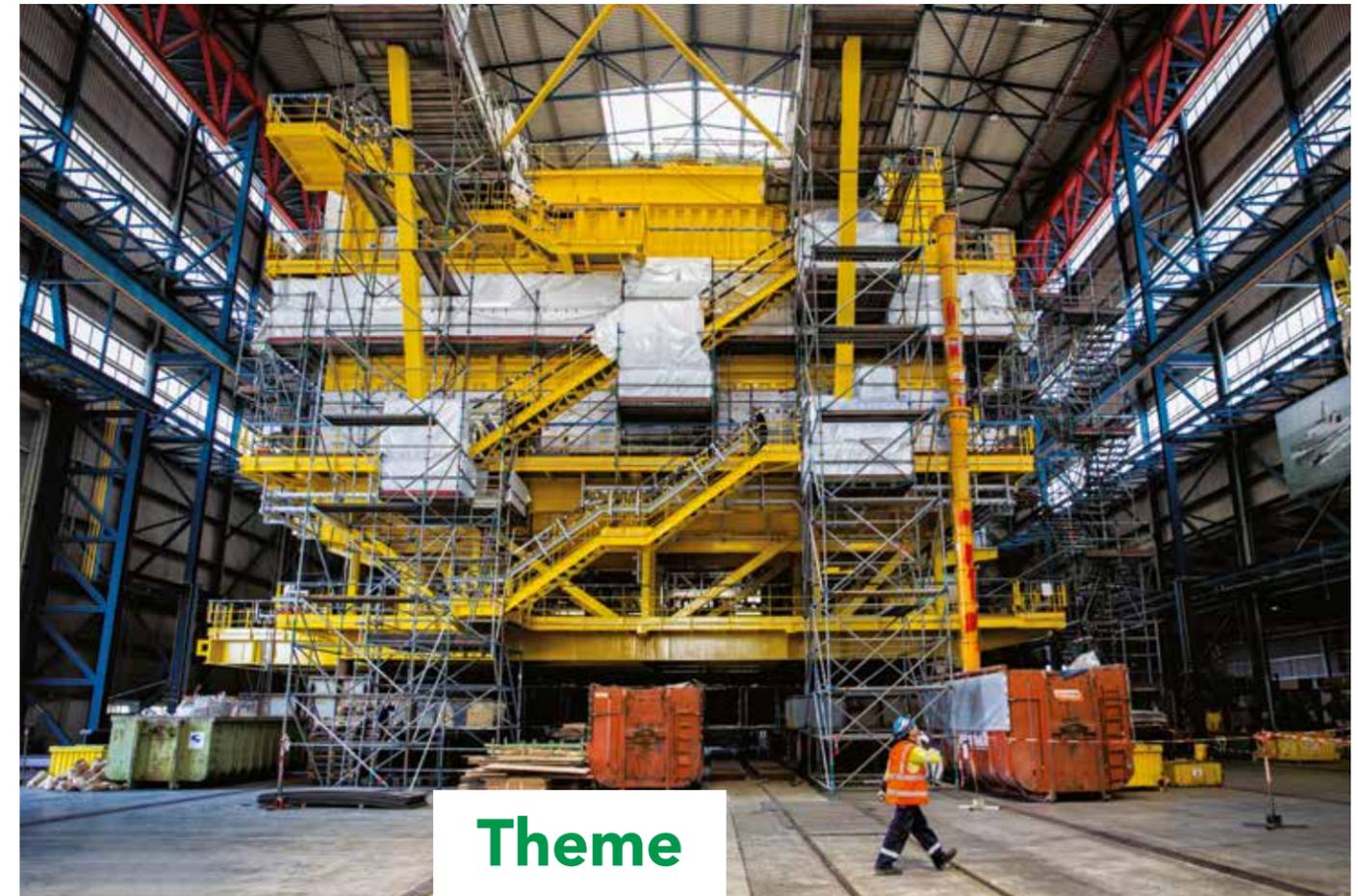


Smulders supports good causes



This year again, all locations of Smulders have been committed to support good causes. The employees of our Belgian locations received a bag of Easter eggs and supported the Make-A-Wish Foundation Flanders this way. Our Polish location, just like the year before, collected a

lot of clothing and toys for a local shelter for single mothers. On top of that, the Management Board donated the great amount of 3,500 zł (approximately 850 euro). We are proud that we all contribute together.



Theme

Deutsche Bucht

Location
North Sea, Germany
End customer
Northland Power Inc.
Client
Van Oord Offshore Wind
Germany GmbH
Joint venture
Smulders – Eiffage

High workload and still remaining flexible

Smulders and Eiffage, as a joint venture, currently deliver the engineering, purchase, construction and offshore installation of the substation for Deutsche Bucht; a wind farm with 31 turbines, situated 95 kilometres northwest of the Borkum Island. "This is the first time we build a substation as a "family" with Eiffage", says project manager Bart van Rooy. His story demonstrates an organisation used to think in terms of solutions.



“Everything remains within the Eiffage group”

Bart Van Rooy, project manager Smulders

Deutsche Bucht substation in figures

Weight topside	2,720 tonnes (1,250 tonnes of steel + equipment)
Weight jacket	1,760 tonnes
Total height topside	19 m
Total length topside	43 m
Total width topside	37 m
Total ground surface jacket	40 x 40 m
Total height jacket	62 m

Bart Van Rooy spends a large part of his time at the yard of Damen Shipyards in Vlissingen for the Deutsche Bucht project. He is the project manager of the structural steel part of the project for both the topside and the jacket. His colleague, Joost Van Dun, is responsible for the offshore transport and the installation of the substation. Bart says: “Smulders delivers the engineering, construction, assembly and the load-out of the topside and the engineering, construction, load-out and installation on the seabed for Deutsche Bucht. Eiffage bears the responsibility for the electrical installation. The most important subcontractor of the joint venture is CG. The latter takes care of all high voltage and medium voltage equipment, such as the transformers and the GIS (Gas Insulated Switchgear).” Client Van Oord is responsible for the

design, engineering, procurement, construction and installation of the foundations, inter array cables and offshore (high voltage) substation, and the transportation of the wind turbines.

Short lines

“We have been engineering substations for a long time. However, this is the first time that everything remains within the Eiffage group”, emphasises Bart. “And yes, that takes some time getting used to. However, the major advantage is that our engineers and those of Eiffage were sitting next to each other at the office in Arendonk during the engineering phase. So, the lines were a lot shorter than usual. This made it easier to mutually align certain details. As a result, the engineering process went very smoothly until now.”

Great challenge

The collaboration with Eiffage also makes this the first time that the final assembly does not take place according to the fixed pattern at Smulders for assemblies of substations, during which the assembly takes place at Smulders in Hoboken and the final assembly at the yard of Engie Fabricom. Bart: “Because of ongoing TP projects, there was no capacity for this process at Smulders in Hoboken and Engie Fabricom is not a party in the joint venture this time. That is why we had to look for another final assembly site that was still available in the correct period of time but was also big enough to assemble the topside in its entirety. That is not an easy task for a topside with a height of 19 metres and a width of 37 metres. Still finding a solution is characteristic for Smulders.”

Damen Shipyards provides the solution

Bart continues: “Since we had not yet found the location for the final assembly at the start of the production, we decided to relocate to halls in Tessenderlo (Belgium) that we had also used for other projects. We were able to weld together multiple deck sections of the topside there without this causing any problems for the transport as the halls are located along the water. However, we were unable to blast and paint the deck sections at that location because those facilities in Tessenderlo are not suitable for that work. This meant we had to look for another yard for the final assembly of the total topside. We found that location at Damen Shipyards in Vlissingen. We eventually carried out approximately 85% of the paintwork of the topside here. We were fortunate that we were able to do so. If this would not have

been the case, we would have had the elements transported from Tessenderlo by water to a spraying hall and back again for the final assembly. That would have costed a lot of time and money. The fact that we were eventually able to make use of the facilities at Damen Shipyards, ensured the flexibility we needed in order for us to be able to continue to comply with the planning.”

Placing 3,000 tonnes at height

In January this year, a team of 15 people went to the yard of Damen Shipyards to make all the arrangements to receive the first segments of the topside. “Large structures had to be placed to ensure the proper distribution of load in the hall”, Bart explains. “With all the equipment etc, the topside weighs approximately 3,000 tonnes and it cannot stand directly on the floor. We also have to be able to pass underneath with multi-wheelers, vehicles driving the topside during the load-out onto the barge (the sea pontoon the topside is standing on during the transport by sea).

In addition, there has to be enough space below the topside for the structures of the “sea fastening” (the so-called “upper” and “lower” grillage) and the “stabbing cones”. “Sea fastening is intended to keep the construction in place in case of unexpected movements during the transport by sea. The “stabbing cones” are 4 huge pins at the bottom of the topside and make sure that the topside can be installed perfectly on top of the jacket. Because of the space needed for these parts, the topside in the hall easily stands around 4 metres above the ground.

“Most critical to us are the “room releases”





“Thanks to an adjustment in the design, we were able to save on steel, and therefore costs, for our client.”

Cost-saving engineering

“Deutsche Bucht” is a “design & build” assignment to us. Van Oord left the design completely up to us. That also gave us the space to optimise certain parts. We have, for example, adjusted the heights of the several decks. The distance between the “lower deck” and the “main deck” is usually 6 metres because you need that space to lay the cables. The transformer and the Gas Insulated Switchgear (HV GIS), which are two storeys high, are standing on the “main deck”. Because we are working with a cable deck on the jacket, we have reduced the height of the “lower main deck” to 4 metres and increased the height of the “main deck” from 4 to 6 metres in our design so the HV GIS fits onto one storey. This way we were able to save on steel, and therefore costs, for our client.”

Everything according to plan

Up to now, the work activities are nicely on schedule. In December 2016, the teams of Smulders and Eiffage started with the engineering of the topside. In July 2017, the steel engineering was finished and the steel could be ordered. It was therefore possible to start the preparatory work in the beginning of September that year at the site in Arendonk. Half of April 2018, the first spaces of the topside were released for the electric construction. “As things look now, the steelwork will be finished before the summer”, says Bart. The deadline for the electric work is scheduled for the beginning of November. This is followed by the commissioning phase, the definite testing of the full electrical equipment. In March 2019, the platform has to be ready for shipment.

“The most important work for Smulders has now been accomplished. In the summer we will place a helideck on the topside and we still have to make a meteorological mast with a height of 10 but that is not part of the critical work activities. Most critical to us are the “room releases”: the room-by-room release of the spaces on the topside to our joint venture partner Eiffage. The assembly of the electrical parts cannot be compromised. Up to now, we more than make the dates agreed upon. For a number of rooms, we were even finished two to three weeks prior to the date originally agreed.”

Jacket process is a piece of cake

A separate planning is in place for the jacket of Deutsche Bucht. The engineering and construction thereof is largely routine work for Smulders. “The design is very similar to the jackets we designed earlier”, says Bart. “In December 2016 we started the engineering, and the pipes were painted and the anodes applied a year later in Arendonk. In January this year, the work activities at our yard in Vlissingen commenced. In the beginning of May, the frames were placed upright there. We worked on the 3D assembly until the beginning of June. We then have around 6 weeks for the paintwork. The construction is finished in October so we can add the finishing touches in the winter. Everything eventually all has to come together on 1 March 2019. Within the jacket process, everything is also running nicely according to schedule.”

Critical view

“That does not change the fact that we have to remain focused until March and continue to work hard”, Bart emphasises. “Van Oord is a client who focuses on quality and safety. They are demanding and challenge my team to go for the maximum result. Add the increasingly higher requirements imposed by the market and authorities to the constructions we deliver and you will understand that my people sometimes long for the enthusiasm they felt in the past when finishing certain project phases. Performances that were still “top of the hill” five years ago, are now sometimes rejected by the client. That is quite discouraging sometimes. Yet, we highly appreciate Van Oord as a client. Their critical view helps us to lift our work to an even higher level.”



At our yard in Vlissingen, we are currently building the jacket for Deutsche Bucht. In the beginning of May, the frames were placed upright.



Employee on site

Joost Van Dun Project manager Smulders Vlissingen

Jackets or transition pieces (TPs) are not built in series at Smulders in Vlissingen, like in Hoboken and Newcastle, but in single pieces. "One-offs, as we call them here", says project manager Joost Van Dun. "Those are the jackets on which the transformer stations will be placed. We build, on average, two to three jackets here at the same time. Me and my team have the important task to coordinate the work activities in such a way that we are able to stay as stable as possible in terms of manpower." Joost and his team are really put to the test sometimes in this respect.

Joost is remarkably young for a project manager at the age of barely twenty-nine. He was already working at Smulders in Arendonk when he still had to graduate from the Technical University in Eindhoven. "I was given a day off to get my diploma", he says laughing. "I don't think there are many companies that would have given me such great opportunities as they have done here. Smulders has given me so much freedom and responsibility from the beginning. Starting my first project they said: it's up to you, make it work. That is the reason why I am where I am right now at the age of twenty-nine."

Small team

Joost mentions that, from the on average eighty to ninety employees at the yard, only ten are originating from Smulders. The others are people from subcontractors and the client. "Our strength is that we are a very close team together. Not only with our own people, also with all the employees of the subcontractors at the site." Overlooking the site, he says: "Most people you see have been working here for quite some years. This makes us all well-attuned. Moreover, the lines are short. We are able to switch quickly if needed."

Optimising together

According to Joost, the permanent team has another important advantage: "It also enables process optimisation down the entire line. The subcontractors we work with now, are unlikely to change in the near future. I am happy with the team we composed in the past years. We know exactly what to expect from each other. If someone notices that something could be better, it is reported immediately to engineering so they can take this into account for a next project. As a result, we are able to execute assignments increasingly quicker, more efficient and cheaper."

Open and honest

Joost continues: "We have to put out our share of fires together. We are after all the final stop within a project. That means all possible mistakes have to be resolved here. We are followed by the offshore team; if something goes wrong there, it is a costly affair. We have to be able to act quickly and in a targeted manner without panicking." The team in Vlissingen favours an open and honest approach. "If we notice something is going wrong, we always inform the client immediately. We then gather for a meeting to look for a solution. This is, in my opinion,

the most constructive way of working. If you hide a problem, it usually only gets bigger."

Every project is different

Smulders has already built approximately 10 to 15 jackets in Vlissingen in the past years. The basic process is actually always the same but the design parameters are different. "The focus always lies on something else", says Joost. "That's why every project is different and the construction is almost always drawn from zero. The engineering usually takes place in Arendonk and in England and a project is then further detailed at our engineering office in India. We then prepare the material lists based on those drawings. After that, the materials are ordered and we start building."

The sooner involved, the better

The client sometimes entrusts the engineering of a project to another party. Joost is convinced that the "design & build" construction is more cost-effective in the long term. Not only for his own

people, also for the client. "We have more responsibilities in that case and, consequently, bear a greater risk but we also have more possibilities to optimise the construction. Not unimportant because a mistake in the engineering phase can be resolved for 100 euro. But during the production this will easily cost you 1,000 euro and even 10,000 in the assembly phase. So, the sooner we are involved, the better."

Engineering on the cutting edge

"When a client entrusts us with a project, we often notice that the plans are not in line with the way in which we would build a construction. Clients often design with more margin because they rather don't take risks. We feel more comfortable engineering on the cutting edge. We strive for a construction that is the easiest and safest to build in practice. For instance, we avoid having to weld inside pipes whenever possible as this entails unnecessary costs and safety risks. This scenario, in my opinion, is more beneficial to clients in the end. They receive a better price and it is

possible to build faster, more efficient and safer."

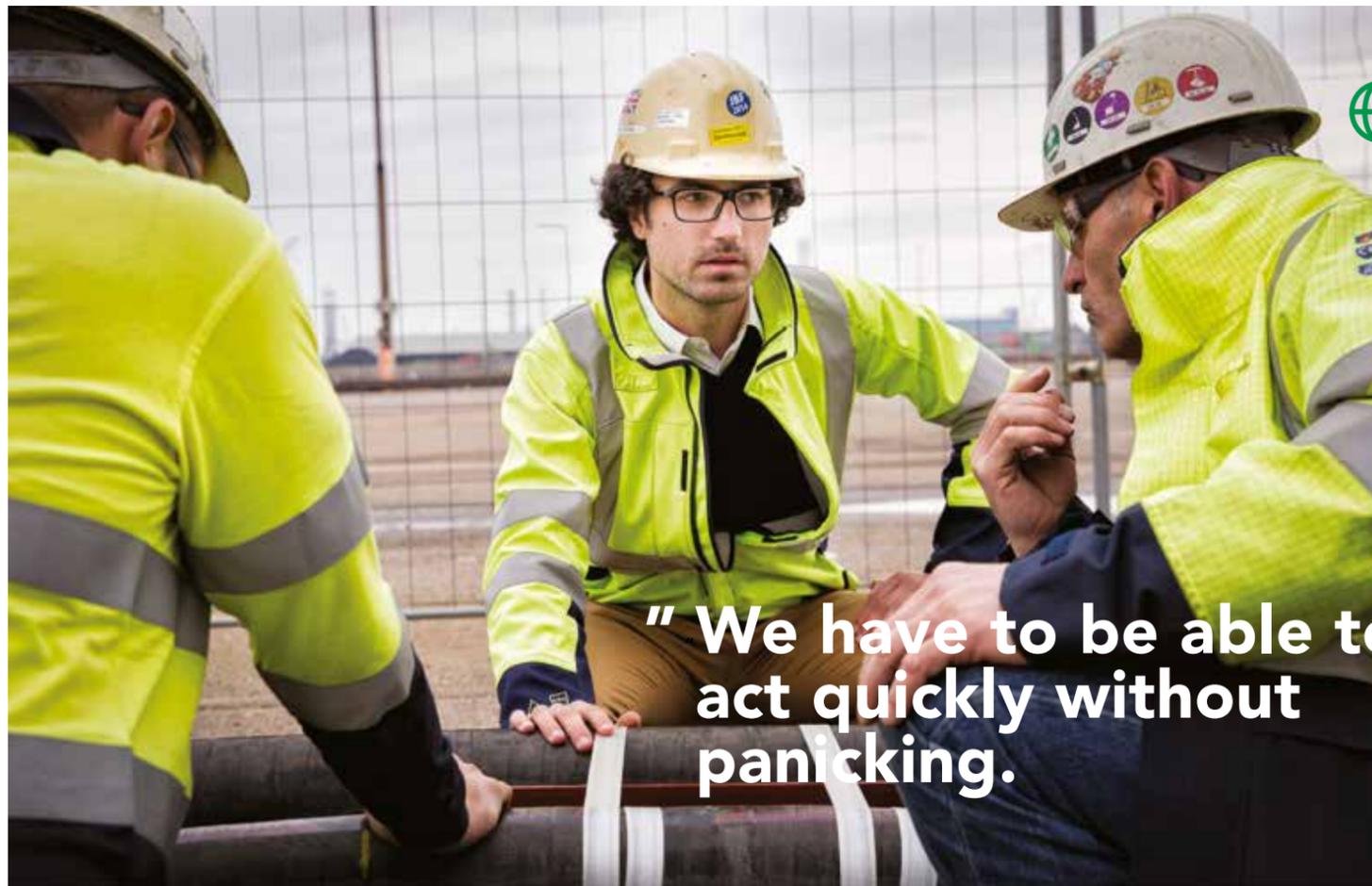
The importance of commitment and pride

"The work at the yard in Vlissingen has tremendous highs and lows. Besides that, the client becomes more demanding", Joost mentions. "The biggest challenge is to keep a cool head. We are pressured from all sides. Meanwhile, I have to ensure that everyone here continues to be happy with his job. "People management" is extremely important and you definitely have to involve your people in what's going on. As a result, everyone feels responsible for the success of a project and people continue to work on their days off or even at night if they have to. Just because everyone knows how important it is that a project is finished on time. What helps is that everyone here knows how extremely proud we are if we manage to accomplish everything on time."

Celebrating success

The Merkur project was one of the biggest challenges in the past years for Joost and his team. "We only had seven months

instead of the usual eleven months and, in the meantime, some matters had to be resolved. We had to work like crazy 24/7 to complete the project successfully. We would never have been able to achieve this should we not have had our usual subcontractors. We celebrated the completion of the project with the entire team. Not just the managers, also the people working at the yard joined in. We all came together in a restaurant in Vlissingen for a great evening of partying because that's also part of the game. Success is to be celebrated together", is Joost's opinion. ■



"We have to be able to act quickly without panicking."



Name

Joost Van Dun

Age

29

Working at Smulders

Since April 2013

Passion

Squashing and cycling

Civil & Industry

Noordkasteelbruggen



Smulders is the main contractor for the renovation of the Noordkasteelbruggen situated in the port of Antwerp. The Noordkasteelbruggen were built in the 1980s and consist of 2 lines (east and west) of 3 bridges. The first and the last bridges are fixed and the one in the middle is a moveable bridge. The four fixed spans and one moveable bridge are included in these renovation works. Smulders is responsible for the hoisting and the transport of the bridge parts, and the replacement of the steel road surfaces. We work closely together with subcontractors for the mechanics, the handrails, the scaffolding and painting activities at location, the engineering and the installation.

The realisation of the project is divided in 2 parts. We started in September of last year with the construction of the 3 bridge parts of the west line (2 fixed and 1 moveable part). We will complete the production in Arendonk in June and the work in Hoboken commences one month later. The finishing and assembly of the bridge parts are scheduled for the beginning of 2019. We will start the production of the 2 bridge parts of the east line in the spring of 2019. These are scheduled to be completed at the end of next year.

Client	Port of Antwerp
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Weight new steel	480 tonnes
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Total weight 5 bridges	1,500 tonnes
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Theemswegtracé



On 22 March 2018, the contract was signed for the realisation of the substructure for the Theemswegtracé in Rotterdam. The Rotterdam Port Authority selected the contractors' consortium SaVe, consisting of construction companies BESIX, Mobilis, Dura Vermeer, Hollandia and Smulders. Smulders is responsible for the construction of one of the two steel arched bridges.

Client	SaVe
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Weight:	4,400 tonnes
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San Juan viaduct

Smulders produces 384 steel bridge girders by order of Eiffage Métal. The production started at the end of May in our facility in Arendonk and continues until May 2019.

Client	Eiffage Métal
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Weight	5,000 tonnes
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Offshore Wind

Hohe See



Smulders is responsible for the production of the substation (topside + jacket) and the 71 transition pieces (TPs) for the EnBW Hohe See offshore wind farm.

We realised the 71 TPs in a joint production with Sif Group. We delivered 4 TPs every week during the past few months. The final TPs are expected to be finished no later than mid-July.

Client	DEME
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Number of TPs	71
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Dimensions	Diameter: 7,4 m / Height: 28 m
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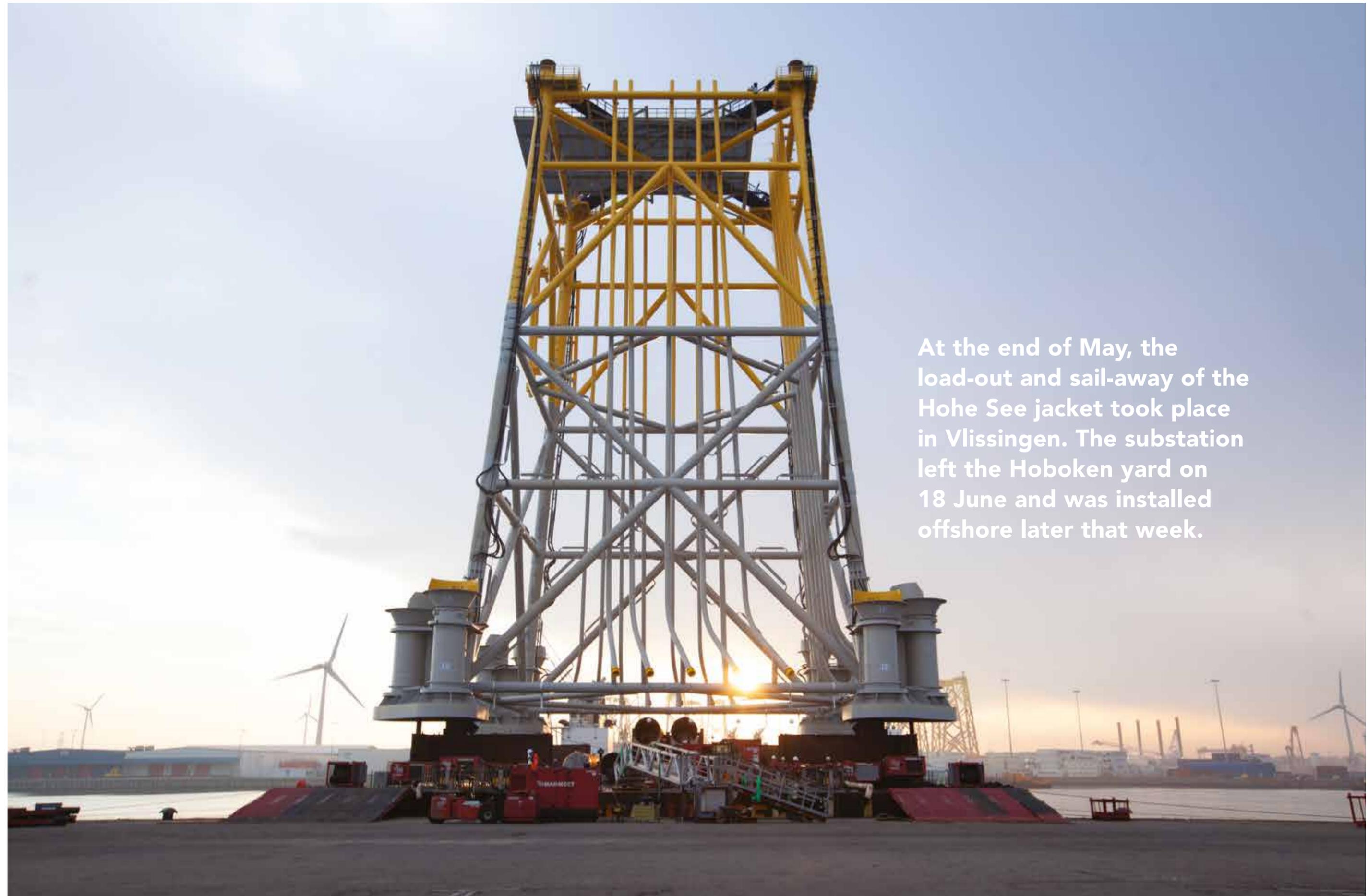
Weight	480 tonnes per TP
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The joint venture Smulders – Engie Fabricom – CG was responsible for the design and the production of the topside and the jacket. These were the largest and the heaviest ever built in our facilities. We shipped the jacket of the substation at the end of May to its final destination in the German North Sea. The topside was shipped and installed mid-June.

Client	EnBW
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Weight topside	2,010 tonnes of steel (4,200 tonnes incl. equipment)
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Weight jacket	1,970 tonnes of steel
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At the end of May, the load-out and sail-away of the Hohe See jacket took place in Vlissingen. The substation left the Hoboken yard on 18 June and was installed offshore later that week.

Beatrice



Smulders has built 28 jackets for the Beatrice offshore wind farm by order of Seaway Heavy Lifting. Every Smulders location had its own share in this project. The final assembly took place at the end of 2017 at our yard in Newcastle upon Tyne (England). In the meantime, more than half of the jackets are installed offshore.

We additionally built 18 bottom sections by order of Bifab. These were built, together with the top sections (delivered by Bifab), at our yard in Newcastle. All the jackets for the Beatrice offshore wind farm should be installed offshore around August 2018.

Client	SHL/Bifab
Quantity	28 jackets/18 bottom sections

Aberdeen Bay (EOWDC)



Smulders was responsible for the production of 11 "suction bucket" jackets for Vattenfall's European Offshore Wind Deployment Centre (EOWDC). The jackets were produced in both Hoboken and Newcastle. The first jacket was installed in Aberdeen Bay at the end of March in less than 15 hours.

The groundbreaking 92.4 MW EOWDC at Aberdeen Bay is one of the first UK offshore wind projects where suction buckets will be used on a large scale. They are attached to 11 of the world's most powerful turbines. This makes this project an important "first" in the world of wind energy.

Client	Boskalis
End customer	Vattenfall UK
Quantity	11 suction bucket jackets

Kriegers Flak



In February of this year, the two "gravity-based" foundations for the offshore wind farm Kriegers Flak in Denmark were installed. Both foundations were built on a large pontoon (barge) in the port of Ostend. The pontoon was towed to Denmark on

8 January 2018. The foundations weighing 8,000 tonnes and 10,000 tonnes were installed by our joint venture partner Jan De Nul on a gravel bed situated on the seabed. These were then weighted and provided with rock protection.

Client	Energinet.dk & 50Hertz Transmission GmbH
Scope	Design, manufacturing and transport of the steel pipes and platforms that were placed on top of the "gravity-based" foundations

Health, safety & environment



Safety culture is growing

Transforming human work into safe work

A safe company culture is something that takes time to grow. It starts with planting a seed: a new way of thinking of your employees. Meanwhile, this seed has transformed within our organisation into a respectable tree that becomes stronger and stronger every year. This does not alter the fact that it will continue to be a challenge to achieve our goal of zero occupational accidents in the near future with employees originating from so many different cultures. But if we see how hard everyone is working on this internally, we are certain we will succeed.

Promoting safe behaviour

In order to reduce the number of occupational accidents, the focus on managing Health & Safety has shifted in the past years. We now emphasise on promoting safe behaviour to everyone working for us or visiting our locations. Insofar possible, all of our locations are guided by the same information and method of working. We have recently started sharing "Safety Alerts" (information on incidents) immediately within the entire group. In addition, a Safety Flash (useful information for every site) will be published from now on every month and the internal monthly newsletter the Smulders' Gazette is also filled with HSE themes. We hope to keep everyone vigilant this way with regard to safe working.

Building with people

One of the most important tools to improve our safety culture is the "Building with People" programme. We have jointly started looking for topics we can use to better visualise our perception of safety,

so we learn to use safety as a proactive motivator. We hope to implement the results of these brainstorming sessions in 2018 so we are to enjoy it together.

The human being behind the manager

During a special workshop, the personality of managers has also been analysed. Based on this workshop, we made transparent what the influence is of your personality on your performances and communication. It appeared to be a valuable exercise as it became easier for managers to constructively work with their team, among other things with regard to safety subjects.

Reporting unsafe situations (RUS) improved

Since a few years, we work with a special intranet application to report unsafe situations, to register measures and to formulate suggestions for improvement. A lot of energy was put into promoting this application. In order to be able to continue to benefit maximally from the system, training sessions are given regularly and toolboxes are handed out. Successfully so. Several colleagues have already won a nice present by working with the system.

Smartphones improve response time

As of the beginning of this year, unsafe situations can also be reported through the Smulders app. Pictures can even be

added to a message by means of the MOS/RUS module. This clear and fast way of communicating has significantly reduced our response time. In short: we are taking great steps forward in the field of safety. Every action in the right direction ensures for us to stay motivated to achieve our goal.



Making a sustainable contribution

Seventeen sustainable objectives were defined by the UN in September 2015. These so-called Sustainable Development Goals (SDGs in short) have to end poverty, inequality and climate change. At Smulders we would also like to contribute to these goals as much as we can.

In practical terms, we will take action on each of the seventeen themes in three years' time. We have already given further effect to eight of the SDGs in 2017. The actions taken were completed successfully after a smooth audit process conducted by the Flemish Network of Enterprises. The schedule on the right side of the page shows which themes we were meanwhile able to delete from our list. We have also submitted our plan for 2018 and 2019 and it has been approved. So, now it's all about the execution.

CO₂ performance standard achieved

In 2017, we again complied with the CO₂ performance standards and we were certified by SGS at level 5. The CO₂ performance ladder is a management system with which you structurally invest in the reduction of your CO₂ emissions. The higher you are on the ladder, the more efforts you make reducing CO₂. The fact that we again reached the highest level is not only good news for the environment but also for offshore clients. They prefer to work with partners who pay attention to a sustainable future.

Continuing to take sustainable steps

We continue to look for ways to improve our sustainable performances in the years to come. To reduce our CO₂ emission even further, we compare our performances with those of other companies and we are actively involved in sharing knowledge. Besides that, we started an investigation to improve the air quality at our locations. Moreover, Smulders Arendonk is a measurement point in the civil investigation Curieuzeneuzen (<https://curieuzeneuzen.be>). We help with mapping the air quality throughout Flanders in great detail. Finally, two employees of Smulders gave a presentation in May at the University of Antwerp about offshore wind energy and what we can do to reduce our emission. In terms of sustainability, the focus is not only internally. We also advance the sustainability concept.

Extensive reports online

The extensive reports of our actions in the field of the SDGs and the energy performance ladder can be downloaded through www.smulders.com/en/co2-performance-ladder.

THE GLOBAL GOALS

For Sustainable Development



Young talent

Process Engineer



Gregory van Bruyssel

Gregory van Bruyssel was employed by Smulders Hoboken in August 2017 as junior process engineer. "I don't consider myself to be a special talent", he says, "but just an employee of Smulders who wants to contribute." However, his colleagues appreciate him for his curiosity, versatility and passion. A description that perfectly fits someone who, also according to himself, likes to be challenged in his job.

How did you end up at Smulders?

"Smulders Arendonk already often deployed me for drawing work when I was still working for an engineering office. To me, Smulders equalled beautiful, challenging projects during which the contact was always in good cooperation. It didn't look like an option for me at first to work there because of the long commuting distance. But when the number of interesting projects, for example from Smulders, became less frequent, I decided to approach them. A job in Hoboken appeared to be the solution."

What is it that you do exactly?

"A TP project involves the production of a series of Transition Pieces (TPs). It is serial work. To have this process run more quickly and more efficient, the position of process engineer was created. It is my task to map, prepare and optimise our production processes. In the preparatory phase, I prepare a full step-by-step plan of all the work activities

needed to build a TP. Safety is an essential aspect. That's the reason why I also prepare RAMs (risk analysis method statements) for the most important work activities. This is a detailed method description in which all possible safety risks are described."

What is the greatest part of your profession?

"The diversity! It took me quite some time looking for an interesting job in the steel industry with a diverse, challenging range of tasks. I have found that job. I no longer have monotonous days. The one moment I am at the office and the next I am at the work floor and have contact with all kinds of departments. Moreover, you are really close to the production here. You can see here how a project is built step-by-step and that is very educational. This makes it immediately clear which choices are working well. It is also fascinating to see how steel, arriving here as a rusty pipe, leaves the site looking like a shiny TP or jacket."

What is your ambition?

"I want to grow into a process engineer who has an eye for detail but also for the greater whole. I want to develop myself, among other things by taking training courses. I am

very lucky that Smulders is providing plenty of those opportunities. I followed the course "Building with People" and I soon start an internal training welding technology. Finally, I want to be a flexible team player who my colleagues are able to rely on. Without teamwork, it is impossible to establish a good product at Smulders. Or as they say here: alone you are quicker but together you get further."

So, you are happy with your colleagues?

"Absolutely. I would like to thank them for all of their explanations, time and support during my first months here. Especially my colleagues: process engineers Erik and Nick. They were always ready to help me and no question was too much. That's nice when you take such a great step into the unknown, as I have done."

What makes your hands itch?

"I really like to help optimising certain processes. Take, for example, the development of an adjustable lifting frame capable of making lying TPs stand upright. If we make this frame modular, it can be used for different projects and it will not be necessary to make a completely new frame every time again."

Where do you hope to be in five years?

"I am not a future planner when it comes to work. I just wait and see what's going to happen. Most important is that I feel motivated in my job. For now, I mainly want to become a bit better and more independent every day. I have been told that it takes at least two years before you are able to fully participate in this offshore world so I still have some time to go."



Discover the passion of our employees!

Travelling

Arwen Cloos has been a fulltime supply chain officer since February 2017 at Smulders Newcastle. She loves her work but also fully enjoys her days off. She prefers to travel every free hour she gets. Before she started working in Newcastle, for example, she backpacked for six months through Indonesia, New Zealand, Myanmar and Laos. When hearing her stories, you have to be able to stand firm or you will hop on an airplane immediately.

How do you combine your travel plans with your work?

"Before I started in Newcastle, I worked part-time for Smulders in Hoboken. Every day off I have is spent on travelling. Because I have been wanting to make that journey of six months for a long time, I eventually decided to put in my resignation. You cannot have an employer wait for you for half a year, or so I thought."

That is a tough decision.

"You have to stop dreaming, you just have to do it, I always say. If you wait for someday, you may never have that chance."

Where is that lust for travelling coming from?

"As a girl of eight years old, I joined my parents on a cruise across the river Nile. They loved adventurous travels. I remember I asked the guide an endless list of questions. (She laughs.) I actually still do."

What was the most beautiful journey you made?

"That really was the travel of six months. I made that journey with my best friend Tara. My partner was too busy working and

graduating. Tara and I truly bonded over our passion for travelling."

What is the travel memory you cherish the most?

"There are so many beautiful experiences I will never forget. Travelling especially makes you learn a lot about yourself. I discovered I mainly want to see and experience a lot. I see life as an adventure and what I do, I want to do with pleasure. Whatever it is: travelling, working or something else."

Don't you hate it when you have to start working again?

"Not at all. I now live in the United Kingdom and I often work 50 hours per week. I just consider it a new adventure. The year 2017 has been one of giving it all but that's also something I did with great pleasure."

What will be the next destination?

"I have already visited so many places. South Africa, Moscow, India, Egypt, Turkey, Vietnam, Thailand, Cambodia and Australia. But I am far from done travelling. I want to see the entire world. At the moment, South America is at the top of my wishlist, but I also still want to go to Japan, Korea and travel along the Silk Road. Or an expedition to the North Pole; I just think that's going to cost quite a bit of money."

Is travelling something more colleagues should be doing?

"I recommend everyone to travel more often. It is so relaxing and it gives you an entirely different view on life. It teaches you to put things in perspective and to appreciate what you have. It also makes you derive more satisfaction from your work

and you develop more understanding for the way other people work."

They have to be able to save money though.

"It's all about priorities. I rather make a beautiful trip instead of going shopping five times. And for the amount other people spend on laying on a beach somewhere, I am able to see an entire country. It depends on the way you travel. My tip: just sleep in "guesthouses" and take the bus just like the local population. That is the way to really make contact with the people living in a country and to visit the most special places."

"Stop dreaming. Just do it."





Always safe

Safety doesn't happen by accident

"You have an obligation to protect yourself and your colleagues."

Tim Claes
Machine operator at Smulders Balen

