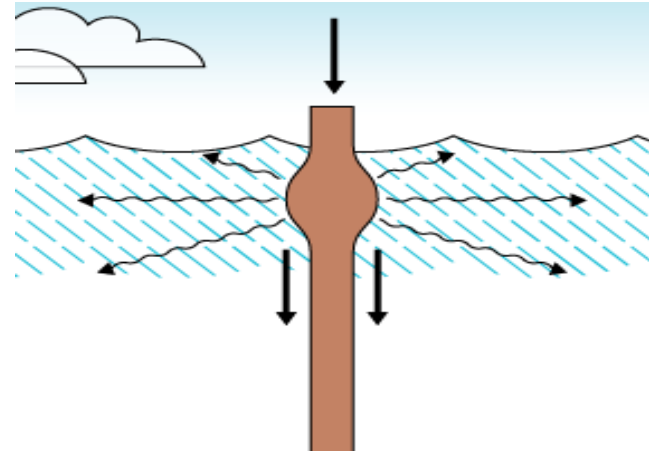


Reduced Maritime Construction Noise: Introducing the Reinhall Pile Technology

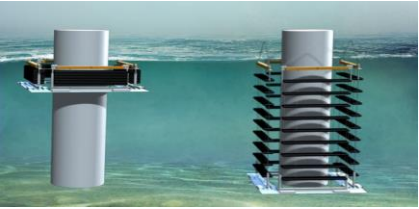
PILE DRIVING IS LOUD UNDERWATER: 200-210 dB

HARMFUL TO SENSITIVE SPECIES AND VALUABLE FISHERIES

- Noise from impact pile driving harasses and injures marine life.
- Contractors are required to
 - deploy noise attenuation devices surrounding piles
 - build during work-windows when species are not present
 - monitor large areas

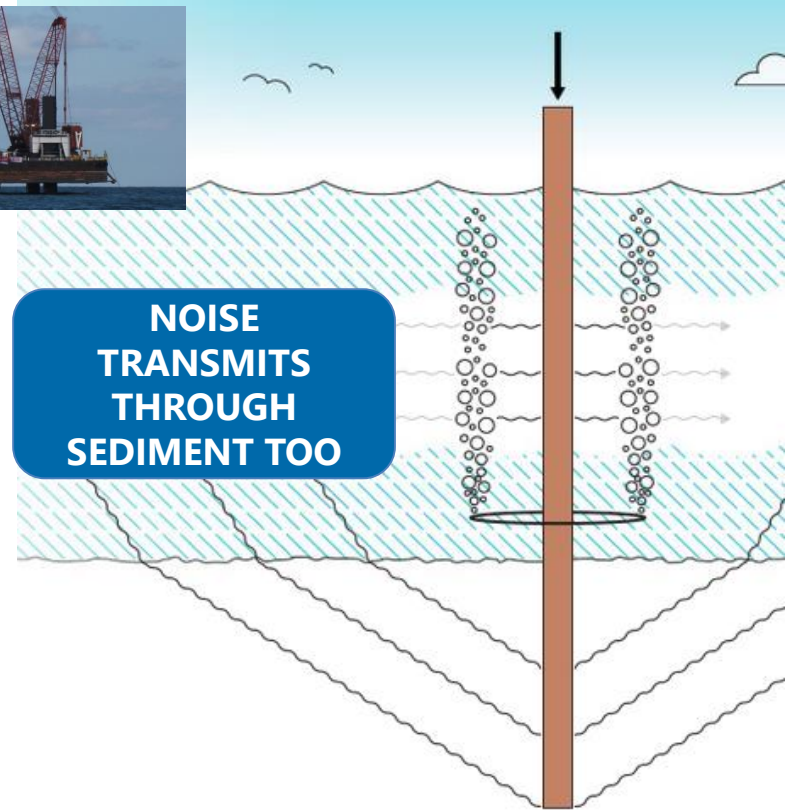


ATTENUATION METHODS INEFFECTIVE



WHY DON'T THEY CONSISTENTLY WORK?

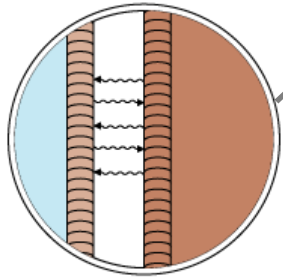
- They do not constrain noise transmitted via the sediment.
- Typically achieve noise reduction of < 5 dB, depending upon bottom substrates.
- Time-consuming, burdensome to deploy



QUIETER CONSTRUCTION - REINHALL™ PILES

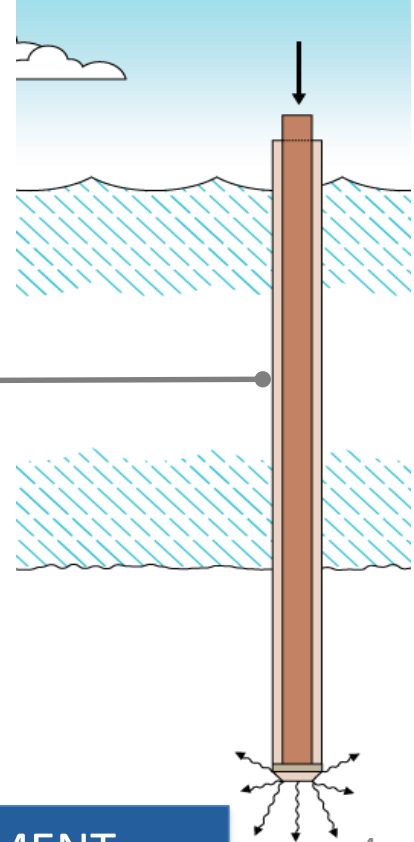
REINHALL™ DOUBLE WALL PILE

An inner and outer pile are separated by a gap and joined by a special shoe. The outer pile serves as a sound shield, blocking sound transmission via the water and sediment.



HOW DOES IT WORK?

- Driving hammer strikes inner pile
- Sound wave travels along inner pile
- Air gap and outer pile blocks noise transmission

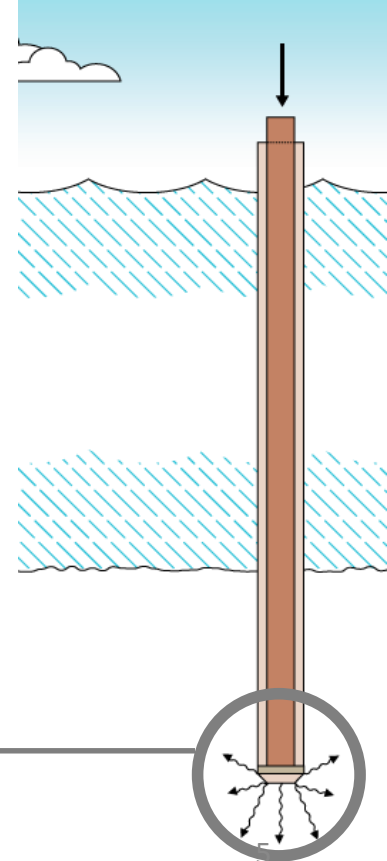
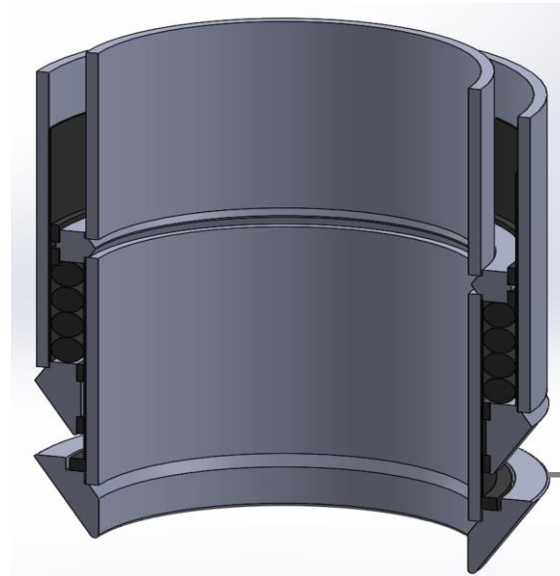


NO OTHER METHOD RESTRICTS NOISE VIA WATER AND SEDIMENT

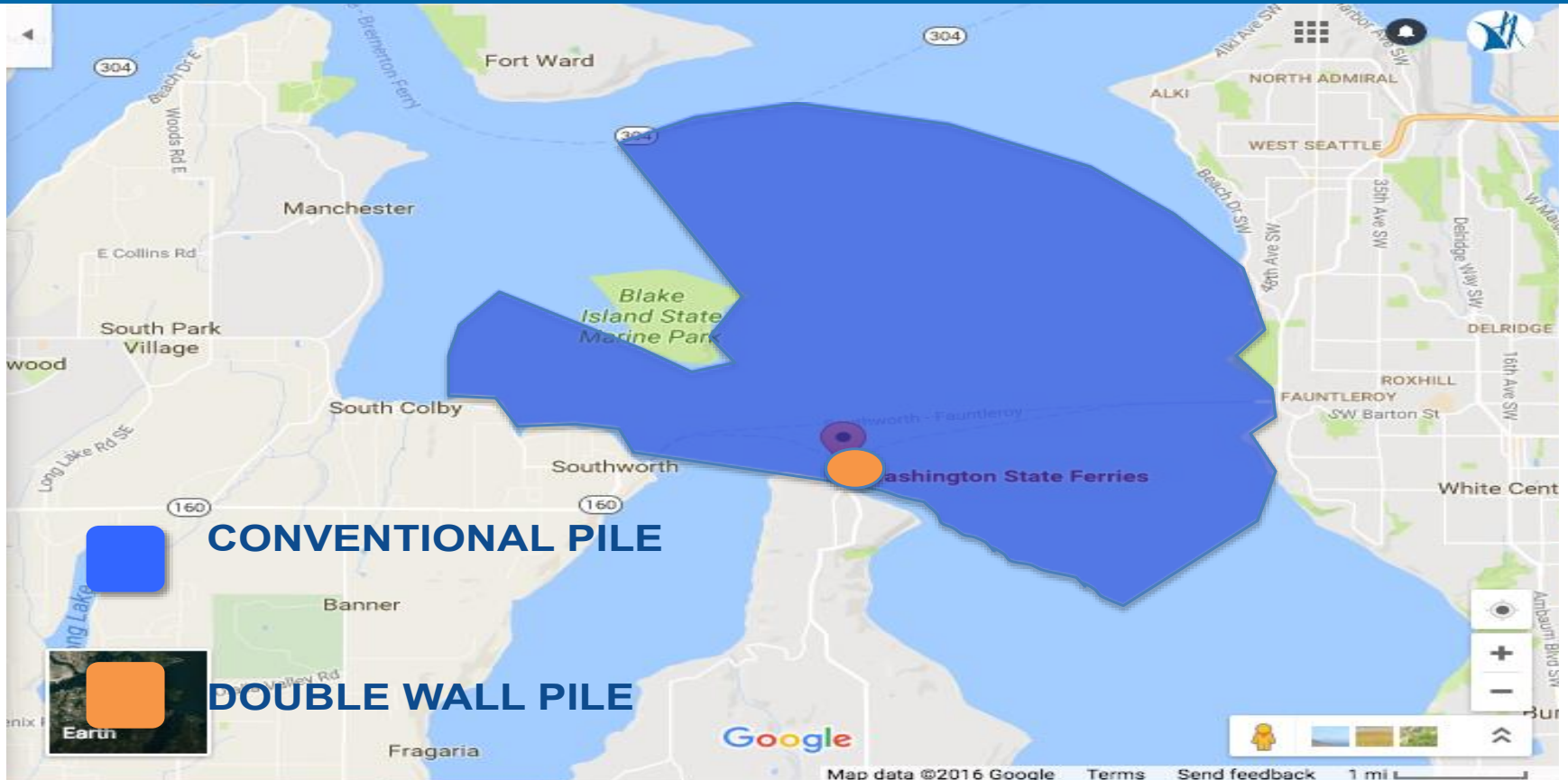
DRIVING SHOE IS "SECRET SAUCE"

SPECIAL DRIVING SHOE

A highly engineered shoe joins the inner and outer piles providing a mechanical connection without noise transmission



REDUCED ENVIRONMENTAL AND ECONOMIC RISK



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