

NOTE: All dates shown are estimated based on the second Evaporator ready to load date of January 21st, 2013. Execution plan to be reviewed in conjunction with attached Bantrel Evaporator Vessel Transportation Schedule.

PHASE 1. LOCAL DELIVERY FROM FAB SHOP TO PORT OF VANCOUVER, WA

- Mammoet subcontractor Omega Morgan receives Evaporator Vessel #1 to trailers from Harris Thermal in Newberg, OR on January 17, 2013.
- Night transport Vessel #1 via pre-approved route from Newberg, OR to Thompson Metal Fabricators yard in the Columbia Business Center located in Vancouver, WA, c/w utility escorts if required.
- Transload Vessel #1 from Omega Morgan trailers to staged Mammoet 13 Axle Dollies via local crane supplier Campbell Cranes (2 crane pick c/w engineered stamped lift drawing).
- Omega Morgan trailer returns to Harris Thermal ready to receive Vessel #2 on the current ready to load date of January 21, 2013.
- Night transport Vessel #2 via pre-approved route from Newberg, OR to Thompson Metal Fabricators yard in the Columbia Business Center located in Vancouver, WA, c/w utility escorts if required.
- Transload Vessel #2 from Omega Morgan trailers to staged Mammoet 13 Axle Dollies via local crane supplier Campbell Cranes (2 crane pick c/w engineered stamped lift drawing).
- Subcontractors Omega Morgan and Campbell Crane are demobbed.

PHASE 2. LOADING TO BARGE

- Foss Maritime designated barge and tug arrive at Columbia Business Center East slip ready to receive cargo on the morning of January 23, 2013.
- Both Vessels are backed into position on the barge by Mammoet under direction of the Mammoet Marine Architect and Transport Supervisor via roll-on using suitable plate steel connections in lieu of ramps.
- Ballasting during the roll-on operation is by Foss Maritime based on the marine documents provided by Harbour Marine Group which include ballasting calcs, mooring plans, lashing plans and the stow plan.
- Mammoet HH tractors are disconnected and removed from the barge prior to sailing.
- Transport trailers and Vessels are secured to the barge as per the reviewed lashing plans, on or around January 24th, 2013.

PHASE 3. INLAND BARGING

- Tug and tow is by Foss Maritime from the Port of Vancouver, WA to the TGM facility at the Port of Wilma, WA. Estimated duration of sailing time is 52 hours. Departure is estimated as early am on January 25, 2013.
- Mammoet HH tractors, trailer operators and Supervision drive from Vancouver, WA to the Lewiston, ID area for arrival at POW prior to the barge.

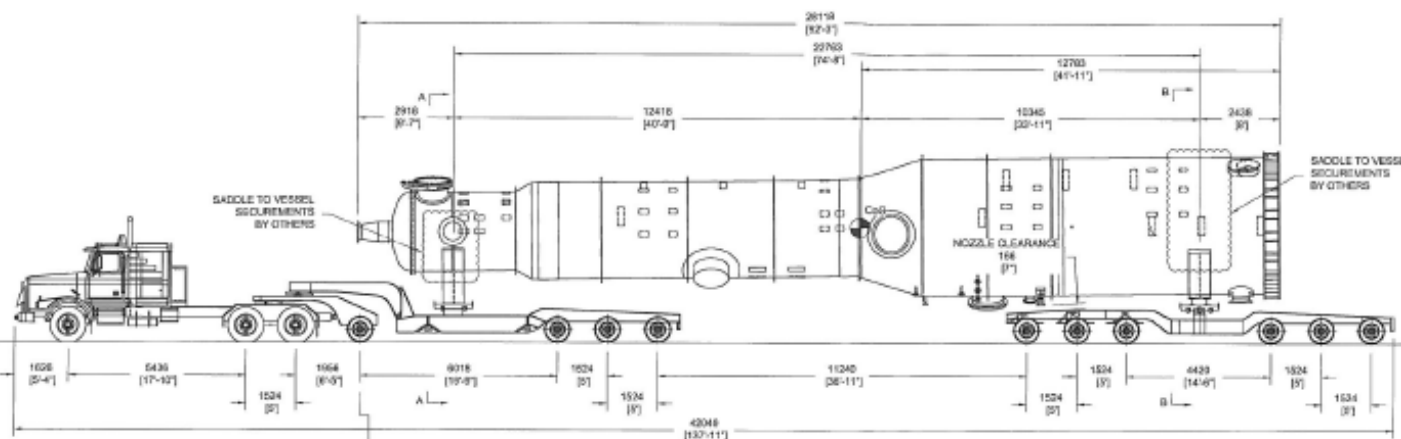
PHASE 4. VESSEL OFFLOADS AT PORT OF WILMA, WA

- Suitable barge ramps are mobilized from Mammoet Edmonton or fabricated by TGM prior to the barge sailing date.
- Vessels are unloaded from barge via roll-off at POW using the same method in which the barge was loaded at POW in reverse. Ballasting during roll-off is by Foss Maritime. Unlashing of the cargo is by TGM.
- Weights and final transport dimensions of the configurations are confirmed against the permits. Loads are staged at the TGM yard adjacent to the dock and prepared for OTR transport with the addition of

PHASE 5. OVER THE ROAD TRANSPORT FROM WILMA, WA TO CONOCO SURMONT

- Loads depart in convoy the night of January 28, 2013 c/w traffic control personnel and equipment from Mountain West Holding Company to comply with the Traffic Control requirements and utility escorts as required.
 - Final routing, utility escorts, police escorts, sign crews, day or night time travel and any other special conditions of permits and/or restrictions will be confirmed several weeks prior to the transports by WASDOT, IDT, MDT and the Utility companies.
 - Experienced push trucks have been reserved with subcontractor ATS from Missoula, MT and will remain on standby for possible assistance in hauling the Vessels over both the Lolo Pass and McDonald Pass.
 - OTR preliminary transport schedule is as follows: Estimated dates are subject to change based on delays beyond Mammoet's direct control including unknown curfews/travel restrictions, vessel ready dates, lock schedules, inclement weather and the availability of utility escorts.
- | | |
|---------------------|--|
| • January 28, 2013 | Wilma, WA to Kootkia, ID |
| • January 29, 2013 | Kootkia, ID to MP 139.0 |
| • January 30, 2013 | MP 139.0 to the Lolo Scale |
| • January 31, 2013 | Lolo scale to Bonner, MT |
| • February 1, 2013 | Bonner, MT to Lincoln, MT |
| • February 2, 2013 | Standby Day – No Travel |
| • February 3, 2013 | Standby Day – No Travel |
| • February 4, 2013 | Lincoln, MT to Choteau, MT |
| • February 5, 2013 | Choteau, MT to Valier, MT |
| • February 6, 2013 | Valier, MT to Sweetgrass, MT/ Coultts, AB |
| • February 7, 2013 | Coultts, AB to Hanna, AB |
| • February 8, 2013 | Hanna, AB to Radway, AB VIS |
| • February 9, 2013 | Radway, AB to Anzac, AB VIS |
| • February 10, 2013 | Standby Day in Ft. McMurray, AB – No Travel |
| • February 11, 2013 | Anzac, AB to Conoco Surmont & Offload both Vessels |
| • February 12, 2013 | Empty Dollies Return to Mammoet Edmonton. |

Estimated over the road transport segments (not including standby days, curfews or other delays) are:
3 days in Idaho, 5 days across Montana and 4 days in Alberta.



OVERALL WEIGHTS (HIGHWAY)

	KGS	LB
TRACTOR (S)	11,800	26,000
TRAILERS AND EQUIPMENT	24,350	53,660
TARE WEIGHT	36,150	79,660
LOAD	88,850	195,000
GROSS VEHICLE WEIGHT	125,000	274,660

STEER 2 TIRE GROUP
KGS LB
7,300 16,168

TANDEM DRIVE 6 TIRE GROUP	SINGLE AXLE 4 TIRE GROUP
KGS LB	KGS LB
18,900 41,800	7,400 16,400

TRIDEM AXLE 12 TIRE GROUP
KGS LB
20,100 44,300

ELEVATION VIEW
1:100

FRONT TRIDEM 12 TIRE GROUP
KGS LB
24,050 53,000

FRONT TRIDEM 12 TIRE GROUP
KGS LB
24,050 53,000

THIS DRAWING PRODUCED UNDER
MAMMOET CANADA WESTERN
APESGA PERMIT #P07433

NOTES:

1. VESSEL WEIGHT IS 68,827 KG (151,689 LBS) AS PROVIDED BY HARRIS THERMAL TRANSFER PRODUCTS DWG. NO. 257185HP REV 3 DATED 1/25/11.
2. C.O.F.G. AS PROVIDED BY HARRIS THERMAL TRANSFER PRODUCTS DWG. NO. 257185HP REV 3 DATED 1/25/11.
3. LOAD DIMENSIONS AS PROVIDED BY HARRIS THERMAL TRANSFER PRODUCTS DWG. NO. 26014 REV 1, SHEET 2 OF 13 DATED 5/7/12.
4. GENERAL INTEGRITY OF LOAD, BASED ON SUPPORT ARRANGEMENT SHOWN, IS THE RESPONSIBILITY OF THE CLIENT.
5. TRACTOR WEIGHT ESTIMATED AS 11,791 KG (26,000 LBS), TRAILER WEIGHT ESTIMATED AS 21,459 KG (47,468 LBS), TRANSPORT EQUIPMENT ESTIMATED AS 2,800 KG (6,188 LBS).
6. ALL FRACTIONAL FIELD MEASUREMENTS ROUNDED UP TO THE NEXT INCH.
7. ALL CALCULATED WEIGHTS HAVE BEEN ROUNDED TO THE NEAREST 50 KG (100 LBS).

GENERAL NOTES:

1. ENSURE LOAD IS SECURELY FASTENED TO TRAILER DURING TRANSPORTATION.
2. ENSURE TRAILER ROAD IS CLEAR OF OBSTACLES.
3. TRAILER SHALL BE MAINTAINED AND OPERATED IN ACCORDANCE WITH MANUFACTURERS' PROCEDURES AND ALL OTHER APPLICABLE CODES, STANDARDS, GUIDELINES, ETC.
4. ALL TONNES ARE METRIC (1 T = 2,205 LB).

REFERENCE DRAWING	TITLE	DRAWING NUMBER	REV
01	VESSEL REVISED	DEC. 7/12	SRM
02	PRELIMINARY RELEASE	NOV. 8/12	SRM
REV.	DESCRIPTION	DATE	DRAWN

CLIENT: BANTREL
PROJECT: SURMONT VESSEL TRANSPORT
TITLE: TRANSPORT DRAWING OF
A 68 Te VESSEL BUNKED ON
A 13-AXLE TEMISKO TRAILER (TANDEM TRACTOR)



SCALE: A0/200	SIZE: A	DRAWING NUMBER
SAP No: 7000093633	PROJECT No: 10062728	P042-D-T001-1/1-01

FIELD REVIEW

THIS DRAWING HAS BEEN REVIEWED BY A MAMMOET FIELD SUPERVISOR, ENGINEER OR PROJECT MANAGER TO VERIFY THAT ALL POTENTIAL HAZARDS AND/OR OBSTACLES HAVE BEEN IDENTIFIED AND THAT ALL CRITICAL DIMENSIONS ARE CORRECTLY REPRESENTED, AS OF THE DATE BELOW:

FIELD REVIEW COMPLETED BY: _____

TITLE/FUNCTION: _____

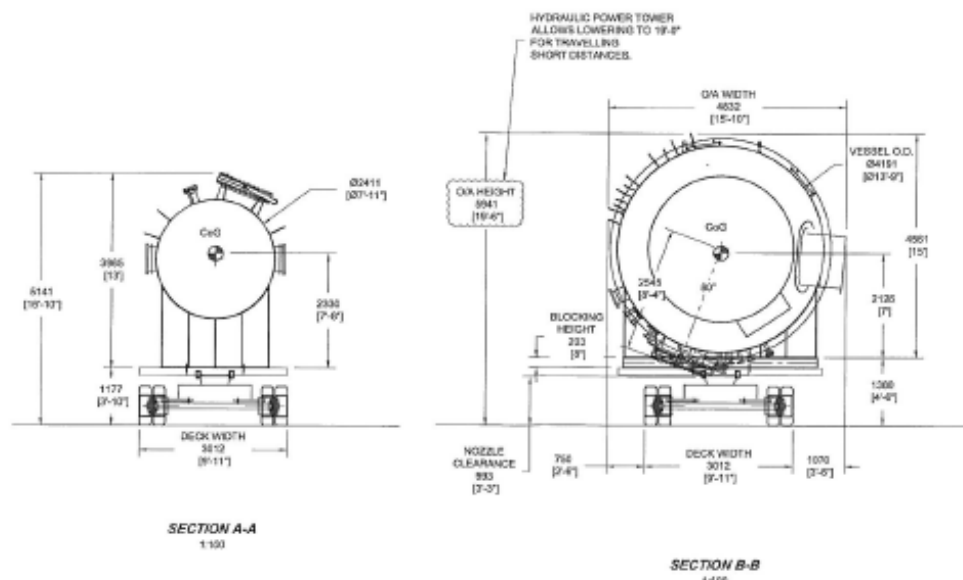
DATE: _____

CONFIRMED VIA: _____

PRELIMINARY

NOT INTENDED FOR USE

THE INFORMATION CONTAINED IN THIS DRAWING SHALL BE CONSIDERED PRELIMINARY AND IS SUBJECT TO CHANGE PRIOR TO FINAL (FC) ISSUE.



SECTION A-A
1:100

SECTION B-B
1:100