

**NOTE:** All dates shown are estimated based on the second Evaporator ready to load date of January 21<sup>st</sup>, 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 24<sup>th</sup>, 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 Kooskia, ID
- January 29, 2013 Kooskia, 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/ Coutts, AB
- February 7, 2013 Coutts, 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.

