



TRAFFIC MANAGEMENT PLAN

VIKING UK GAS LIMITED

EBBERSTON MOOR A WELLSITE,
COMMON LANE,
SNAINTON,
NORTH YORKSHIRE

JANUARY 2013



The Innovation Centre
Vienna Court
Kirkleatham Business Park
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APPROVAL LIST

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1 INTRODUCTION

1.1 THE APPLICANT

Viking UK Gas Limited (the "Applicant") is a subsidiary of Third Energy, a private company with its head office in London. Viking UK Gas limited operates from Knapton Generating Station, North Yorkshire. The Applicant is the operator of gas fields within the Ryedale Valley and at the time of submitting this application holds interests in a total of six (6) Petroleum Licences and one (1) Petroleum Appraisal Licence, granted by the Secretary of State at the Department of Energy and Climate Change (DECC). Under the Petroleum Licensing system this permits the licence holder to '*search, bore and get petroleum within the licence boundary*' subject to the granting of planning permission in accordance with the Town and County Planning Act 1990.

1.2 THE DEVELOPMENT

The Applicant is proposing to undertake the drilling of a sidetrack from the existing Ebberston Moor Af wellsite and drill up to two additional appraisal boreholes followed by a period of short term testing for gas. To facilitate the drilling of up to two additional appraisal boreholes, two new drilling cellars will be constructed within the wellsite. In summary this will consist of four principle phases, as set out below:

1.2.1 CELLAR CONSTRUCTION

The proposals will utilise an existing constructed wellsite that was originally constructed in 2006. To facilitate the drilling of up to two additional appraisal boreholes, two new drilling cellars will be constructed within the wellsite.

1.2.2 DRILLING

Once the construction work is completed the drilling rig and associated equipment will be mobilised to site. Over a period of two (2) weeks the equipment will be rigged up ready for drilling. Once the drilling operation starts, it is necessary that it continues 24 hours a day, 7 days a week. This is due to a number of factors, including maintaining well bore stability.

The Applicant is proposing to drill up to two appraisal boreholes to a target depth of 1746m (5730ft). This will entail the drilling of a directional borehole to and through the primary and secondary target reservoirs. It is anticipated that the drilling operation will be completed within seven (7) to twelve (12) weeks. This timeframe is dependent on a number of factors, including progress through the different strata and whether gas is identified in any of the target zones.

The drilling is targeting conventional gas bearing formations and therefore a typical oilfield drilling rig will be used. Drilling rig availability is not known at this early stage of the planning process, consequently it is not possible to definitively determine which rig may be used; however, the approximate height of the drilling rig suitable for drilling to this depth is 50m. A drill stem test may be carried out whilst the rig is still on site, to establish any initial flows of gas.

The Applicant is also proposing to drill a sidetrack from the existing borehole to further evaluate the target that has been identified. Each drilling operation will last for between 7 – 12 weeks.

1.2.3 EXTENDED WELL TEST

If petroleum is established during the drilling, Viking UK Gas may wish to undertake a ninety (90) day extended well test, which will allow the Company to gain a further understanding of the petroleum within the reservoir. The test will be run 24 hours a day to allow maximum information to be gathered.

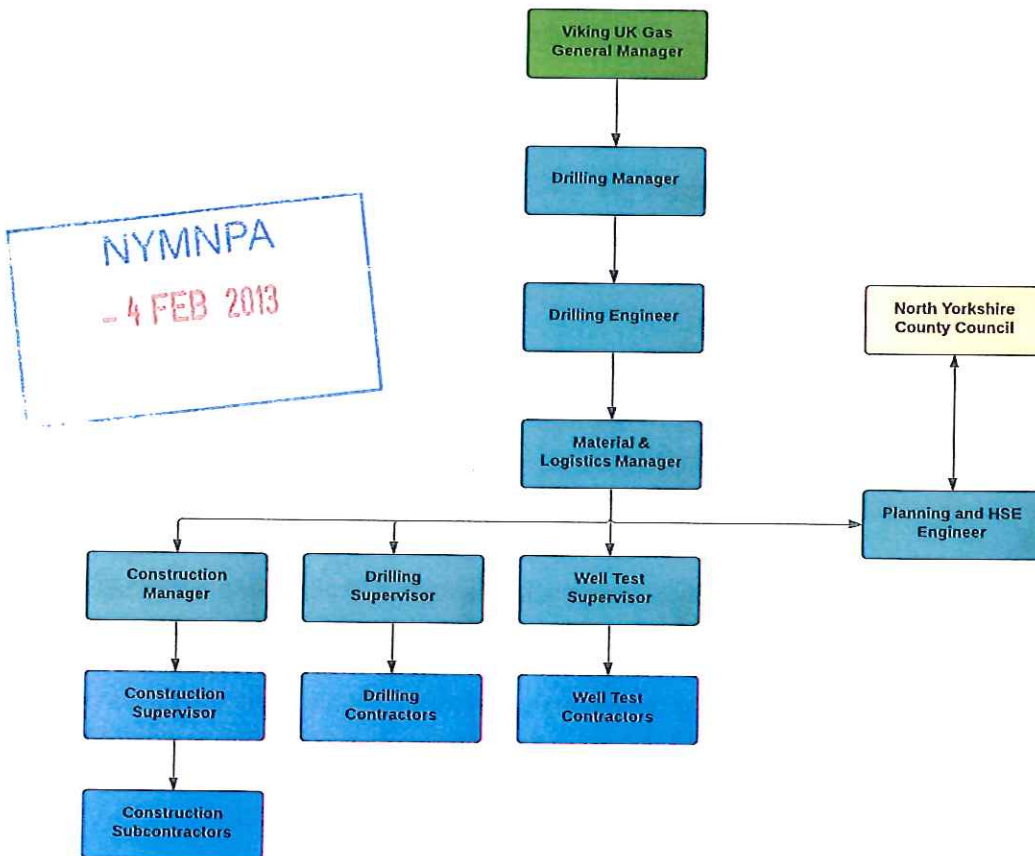
1.2.4 RESTORATION AND AFTERCARE

If no petroleum is found, the site will be restored to its existing condition, estimated to take five (5) weeks. A period of aftercare will be carried out to ensure successful restoration. If, however, commercial quantities of petroleum are present, then the Applicant will suspend the well pending the outcome of a decision on a planning application for the production of petroleum.

1.3 SCOPE

This Traffic Management Plan will be applicable throughout each phase of the operations detailed in Section 1.2. All contractors and third parties will be required to ensure compliance with this plan. There are no exceptions to this TMP.

1.4 ROLES AND RESPONSIBILITIES



1.4.1 Viking UK Gas General Manager

The General Manager of Viking UK Gas is responsible for:

- Ensuring the effective implementation of the TMP.
- Monitoring its ongoing success in accordance with the objectives of Viking UK Gas.
- Providing resources to ensure its successful implementation.

1.4.2 Planning and HSE Engineer

The Planning and HSE Engineer is responsible for:

- Monitoring the effective implementation of the TMP.
- Providing a point of contact for local community and authorities.
- Liaising with the local community through the liaison committee.
- Investigating any non-conformances.
- Informing the General Manager of results of investigations into non-conformances.

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1.4.3 Material and Logistics Manager

The Material and Logistics Manager is responsible for:

- Ensuring any suppliers receive a copy of the Traffic Management Plan and are made aware of its requirements.
- Coordinating with Site Supervisors the delivery of materials and equipment.
- Planning deliveries so they avoid movements during the night.
- Following up on any non-conformance with the requirements of the TMP.

1.4.4 Construction Manager

The Construction Manager is responsible during the construction and restoration phases for:

- Continually monitoring Contractors conformance to the agreed TMP.
- Maintaining the public highway in a clean and safe condition.
- Reporting any non-conformances to the Planning and HSE Engineer.

1.4.5 Drilling Supervisor

The Drilling Supervisor is responsible during the drilling phase for:

- Continually monitoring Contractors conformance to the agreed TMP.
- Maintaining the public highway in a clean and safe condition.
- Reporting any non-conformances to the Planning and HSE Engineer.

1.4.6 Well Test Supervisor

The Well Test Supervisor is responsible during the Extended Well Test for:

- Continually monitoring Contractors conformance to the agreed TMP.
- Maintaining the public highway in a clean and safe condition.
- Reporting any non-conformances to the Planning and HSE Engineer.

1.4.7 Sub Contractors / Project Personnel

Any personnel associated with the Viking UK Gas project are expected to comply with the requirements of the TMP.

2 ACCESS ROUTE

Site address:

Ebberston Moor A Wellsite
Common Lane
Snainton
Scarborough
North Yorkshire



NGR: 489901E, 489679N

HGV's and delivery vehicles travelling to the Ebberston Moor A wellsite must follow the specified route:

1. Travel from the A170, north along Common Lane for approximately 2.5 miles.
2. Continue onto the RT Road at Givendale Head Farm.
3. After approximately 2 miles arrive at the entrance to the wellsite on the left hand side.
4. When exiting the site, the directions are the reverse of above.

3 TRAFFIC MANAGEMENT

3.1 ACCESS ARRANGEMENTS

The proposed operating hours of the wellsite are set out below. Vehicle movements will be during these periods.

Site Construction

Day	Start	Finish
Monday – Friday	07:30	18:00
Saturday	07:30	18:00
Sunday and Bank Holidays	N/A	N/A

Drilling

Day	Start	Finish
Monday – Friday	<div style="border: 1px solid blue; padding: 5px; display: inline-block;"> NYM/FLA - 4 FEB 2013 </div>	24 Hours a day
Saturday		
Sunday and Bank Holidays		

N.B. Delivery of equipment should be planned where possible to avoid night time periods.

Extended Well Test

Day	Start	Finish
Monday – Friday	07:30	18:00
Saturday	07:30	18:00
Sunday and Bank Holidays	N/A	N/A

N.B. The extended well test will be performed 24 hours day, therefore it may be necessary for the site to be accessed outside of these hours.

Restoration

Day	Start	Finish
Monday – Friday	07:30	18:00
Saturday	07:30	18:00
Sunday and Bank Holidays	N/A	N/A

3.2 VEHICLE MOVEMENTS

An example of the typical vehicle movements associated with this project is included in Appendix 4. This highlights that the most significant number of vehicle movements is during the delivery of the drilling rig, which is 44 vehicles.

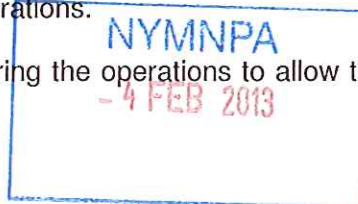
3.3 SIGNAGE

Signs have been installed on the A170 and along Common Lane, directing vehicles to the wellsite. These have been erected in accordance with the "Traffic Signs Regulations and General Directions" (DfT, 2002). This signage will ensure vehicles follow the specified vehicle route.

3.4 PASSING PLACES

A number of passing places were installed for previous wellsite development and drilling operations in the 1960's/1970's. This access route has been subsequently used for both the Viking UK Gas operations and the Moorland Energy operations.

These proposals would utilise these passing places during the operations to allow the safe movement of two way traffic.



3.5 VEHICLE COMMUNICATION

During the operations it is essential that communication is maintained between drivers and the wellsite for any large vehicles. In order to achieve this communication will be maintained through the use of two way radios/mobile phones.

Prior to travelling from the A170 along Common Lane, vehicles will stop in the lay-by area and contact the wellsite. Drivers will then be notified by the wellsite when they are able to travel up to the wellsite.

3.6 HOLDING AREAS

During the operations, the Applicant will utilise holding areas during the most significant periods of vehicle movements. A number of lay-bys are located along the A170 where vehicles will be held. Communication will be maintained between vehicles and the wellsite via two way radios/mobile phones, thereby allowing vehicles to be called to site. This will ensure that there are no vehicles queuing or waiting along the public highway.

3.7 ABNORMAL LOADS

Any abnormal loads associated with the proposals will be notified to NYCC Highways in advance of being mobilised to site. However, these cannot be determined until a drilling rig has been selected.

3.8 ALTERNATIVE ACCESS ROUTE

Local emergency services will be notified of the proposed operations ahead of commencing onsite works. Although the access route detailed in this application is likely to be available at all times, consideration has been given to an alternative route.

In the event of an emergency, vehicles could access the wellsite along the following route:

1. Travel from the A169, along Old Wife's Way heading east.
2. After approximately 1 mile, turn left onto New Road.
3. Continue along New Road for 3.3 miles.
4. Continue onto Dalby Forest Drive.
5. After 0.7 miles, at the fork junction turn left and arrive at the entrance to the wellsite.

It is considered that this route provides a suitable alternative.



4 ONSITE CONTROLS

4.1 SITE SECURITY

During the operations, security will control the movement of vehicles into and out of the wellsite. A register will be maintained of all vehicles arriving/departing the site and will include registration, time and driver name.

4.2 BANKSMAN

A banksman will be available onsite at all times to coordinate the movement of HGV's.

4.3 PARKING

During the operations, an area has been designated on site for parking. This will provide sufficient facilities for all personnel. No vehicles will be permitted to park on the verge outside the site at any time. Visibility from the site access will be maintained at all times.

5 IMPACT MITIGATION

5.1 MUD AND DEBRIS

Viking UK Gas will ensure measures are implemented throughout the operations to prevent mud and debris being deposited on the public highway.

The site is to be constructed from MOT Type 1 aggregate which will be compacted to provide a suitable working surface. Adjacent to the public highway a section will be constructed from tarmac. The access will key into the existing public highway. The access will allow HGV's to stop off the public highway; in addition HGV's can pass in the entrance. Constructing the access/egress from tarmac will help prevent debris being carried onto the public highway.

Should mud or debris be carried onto the public highway from the wellsite, then measures will be implemented to remove this. Viking UK Gas will identify a road sweeping contractor who will be available at short notice to clean the affected sections. Furthermore, a jet wash will be provided at the site entrance to allow wheel washing.

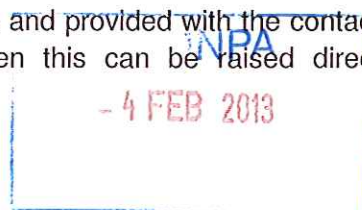
5.2 DUST

During dry periods dust may be generated by the movement of vehicles on and offsite. Should this occur, mitigation will be implemented to remove or reduce this impact. This is likely to include spraying areas to prevent dust from occurring.

6 COMMUNITY CONSIDERATION AND COMMUNICATION

Viking UK Gas is committed to developing a positive working relationship with the local community. All drivers working on behalf of Viking are to ensure they are considerate to all other road users which may include walkers, cyclists and horse riders and to local residencies.

Local residencies will be informed of the operations and provided with the contact details of a project member. Should any issues occur then this can be raised directly with a representative of Viking.



7 DELAPIDATION SURVEY

Prior to the commencement of operations, a condition survey will be completed along the public highway. This will be undertaken from the A170, along Common Lane up to the entrance to the existing wellsite. A record will be made of the roads existing condition prior to any operations commencing and a photographic record completed. This will be made available to North Yorkshire County Council Highways upon request.

Monitoring surveys will be completed at the end of each phase of operations to identify any deterioration along the access route, which may have been caused by these operations.

8 MONITORING AND COMPLIANCE

Throughout the Viking UK Gas operations a record will be maintained of HGV's travelling to and from the site. All drivers will be required to sign a delivery book when they arrive onsite and when they leave.

To ensure the effective implementation of the TMP, regular monitoring will be performed by the Planning and HSE Engineer. This will include audits to confirm compliance with the agreed TMP. Any non-conformances will be addressed and further action will be taken where deemed appropriate.

Where a driver has not complied with the requirements of this TMP then disciplinary action will be taken at the discretion of Viking UK Gas Limited. This may include removing drivers from the Viking project.

Prior to the start of the operations North Yorkshire County Council Highways will be provided with a contact who will deal with any concerns or issues raised by the department. They will be contactable 24 hours a day and will ensure that issues are investigated and dealt with promptly. Any complaints received from local residents will also be investigated.

APPENDIX 1 – WELL SITE CONTACTS

Name	Title	Company	Mobile	Landline
	General Manager	Viking UK Gas		
	Planning and HSE Manager			
	Planning and HSE Engineer			
	Construction Manager			
	Logistics Manager			
	Construction Supervisor			
	Drilling Supervisor			
	Drilling Supervisor			
	Well Test Supervisor			
	Planning Officer	North York Moors National Park		
	Highways Officer	North Yorkshire County Council		

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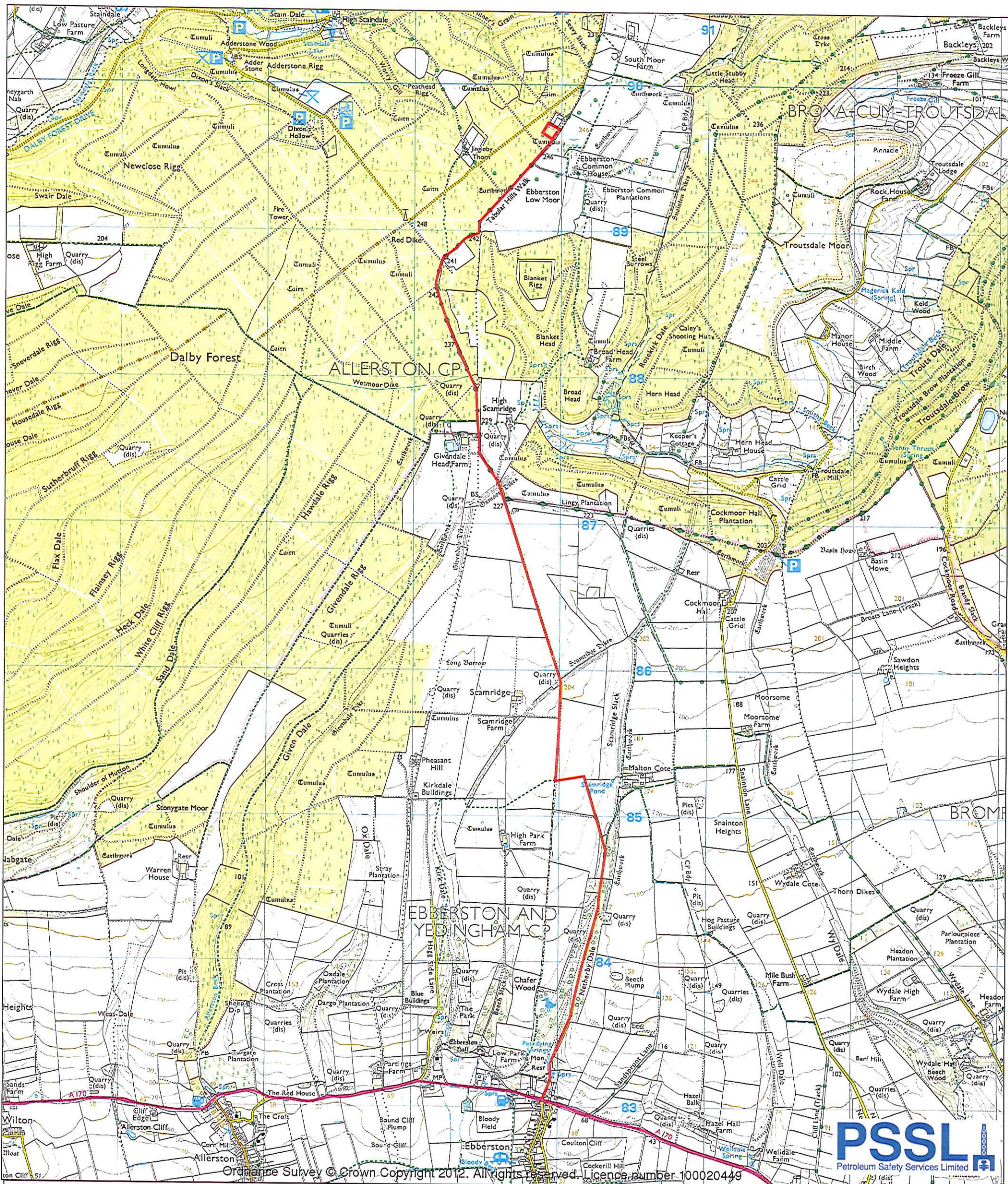
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APPENDIX 2 – TRAFFIC ROUTE

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Key:
Vehicle Access Route ———

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Petroleum Safety Services Limited
The Innovation Centre
Kirkleatham Business Park
Redcar
TS10 5SH

Client::
Viking UK Gas Limited

Project:
Eberston Moor A Appraisal
Wells

Drawing Title:
Eberston Moor A
Site Access Route

Scale: 1: 25,000

Drawn By:
Jonathan Foster

Date: 27th November 2012

Approved By:
Jonathan Foster

Date: 27th November 2012

Drawing No:
PSSL/UK/EB-A/PA/010

Rev: 0

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APPENDIX 3 – SITE PLAN

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2 x New Drilling Cellars



Key:

- Planning Application Red Line Boundary
- Topsoil Screening Bund
- Open Perimeter Drainage Ditch

Note:
Additional drilling cellar locations are indicative only. Exact location is contingent on rig selection.

Client:
Viking UK Gas Limited

Petroleum Safety Services
The Innovation Centre
Kirkleatham Business Park
Redcar, TS10 5SH

Project:
Eberston Moor A
Appraisal Wells

Drawing Title:
Construction Layout

Scale: 1:500 (Print A3)

Drawn By:
Jonathan Foster

Date Drawn: 27/11/2012

Approved By:
Jonathan Foster

Date Approved: 27/11/2012

Drawing No:
PSSL/VUK/EB-A/PA/004

Rev: 0

APPENDIX 4 – VEHICLE SCHEDULE

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Description	Area to Cover	Roll Length	Roll Width	No. per Truck	No. Trucks	Truck Type	Week
Preliminary Works							
Welfare Unit	N/A	N/A	N/A	1	1	Rigid Hiab	1
360 Excavator	N/A	N/A	N/A	1	1	Low Loader	1
Diesel Tank	N/A	N/A	N/A	1	Included Above		1
Dumper Truck	N/A	N/A	N/A	1	1	Rigid Ramp	1
Cellar Construction							
2.4m ID Concrete Cellar Ring	2 x 3.5m deep (8 x 1m rings)	1m	5.66m	4	2	Rigid Hiab	1
Concrete	6m3 per cellar	N/A	N/A	6m3	2	6 Wheeler Concrete Mixer	1
A393 Mesh	Base of Cellar	N/A	N/A	1	1	Rigid Hiab	1
Additional Requirements							
Cellar Cover	2	N/A	N/A	All	Included Above		1
Fuel	N/A	N/A	N/A		2	6 Wheel Tanker	1-2
Skip	N/A	N/A	N/A		2	Skip Lorry	1-2
Conductor Setting							
Drilling Rig	N/A	N/A	N/A	1	1	Trailer mounted	3 to 5
Mud Tanks	N/A	N/A	N/A	All	1	Articulated Flatbed	3 to 5
Pumps	N/A	N/A	N/A	All	1	Articulated Flatbed	3 to 5
Tool Shed	N/A	N/A	N/A	All	Included Above		3 to 5
Welfare Unit	N/A	N/A	N/A	All	1	Articulated Flatbed	3 to 5
Site Security Office	N/A	N/A	N/A	All	1	Articulated Flatbed	3 to 5
Telehandler	N/A	N/A	N/A	All	1	Low Loader	3 to 5
Drillpipe / Casing	N/A	N/A	N/A	All	1	Articulated Flatbed	3 to 5

Cellar Construction

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	Description	Area to Cover	Roll Length	Roll Width	No. per Truck	No. Trucks	Truck Type	Week
Drilling	Drilling Rig							
	Water Tank	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Tank No.1	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Tank No. 2	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Tank No. 3	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Quant Suction & HP Lines	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Pump No. 1	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Pump No. 2	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Pump No. 3	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Pump Engine No. 1	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Pump Engine No. 2	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Mud Pump Engine No. 3	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	M/P Fuel Tank	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Pump Spares Store	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Charge Pumps and Suction Pumps	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Shakers and Stand	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	SCR Room No. 1	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	SCR No. 2, Plug/Switch Board	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Generator No. 1 / Stores	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Generator No. 2 / Stores	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Generator No. 3 / Stores	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Toolhouse	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Gen F / Tank & Koomy 2x20'	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Matting (7) / BOP Rails	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Cable / Motor Store	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Bottom Sub ODS (No Drilling Line)	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Bottom Sub DS	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Top Sub ODS	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	21 1/4" BOP / DB Cooling Unit	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Top Sub DS	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Sub Spreaders	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Rotary Table / Skid / DC Skid	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Drawworks	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Windwall	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Doghhouse	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Hydraulic Pipe Handler	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	A Legs / Spreaders / Crown Stand	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Derrick Bottom Section	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Derrick Middle Section	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Derrick Crown Section	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Top Drive Power Pack (w/o cov)	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Top Drive & Torque Rail	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	4 x Skidding Rails	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	Top Drive Fuel Tank	N/A	N/A	N/A	All	1	Flatbed	1 & 2
	100 Tonne Crane	N/A	N/A	N/A	All	1	Crane	1 & 2
80 Tonne Crane	N/A	N/A	N/A	All	1	Crane	1 & 2	
Facilities								
Security Cabin / Mud Engineers Cabin	N/A	N/A	N/A	All	1	Flatbed	1 & 2	
Supervisors Cabin	N/A	N/A	N/A	All	1	Flatbed	1 & 2	
Toolpushers Cabin	N/A	N/A	N/A	All	1	Flatbed	1 & 2	

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Site Office	N/A	N/A	N/A	All	1	Flatbed	1 & 2
Rig Office	N/A	N/A	N/A	All	1	Flatbed	1 & 2
Services							
Mud Loggers Cabin & Equipment	N/A	N/A	N/A	All	2	Flatbed	1 & 2
Wireline Logging	N/A	N/A	N/A	All	2	Truck	1 to 12
Cementing	N/A	N/A	N/A	All	2	Cement Pump Truck	1 to 12
Casing	N/A	N/A	N/A	All	2		1 to 12
Consumables							
Drilling Muds	N/A	N/A	N/A	All	1	Curtain Sider	1 to 12
Potable Water	N/A	N/A	N/A	All	4	Tanker	1 to 12
Non-Potable Water	N/A	N/A	N/A	All	20	Tanker	1 to 12
Drill Pipe and Tubulars	N/A	N/A	N/A	All	10	Articulated Flatbed	1 to 12
Waste Collection	N/A	N/A	N/A		20	Various	1 to 12

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 NYM / 2013 / 04598 / FEB 13

	Description	Area to Cover	Roll Length	Roll Width	No. per Truck	No. Trucks	Truck Type	Week
Extended Well Test	Well Test Equipment							
	Pipework	N/A	N/A	N/A	All	1	Articulated Flatbed	1
	Separator	N/A	N/A	N/A	All	1	Flatbed	1
	Storage Tank	N/A	N/A	N/A	All	1	Flatbed	1
	Flare	N/A	N/A	N/A	All	1	Flatbed	1
	Generator	N/A	N/A	N/A	All	1	Flatbed	1
	Site Office	N/A	N/A	N/A	All	1	Articulated Flatbed	1
	Laboratory	N/A	N/A	N/A	All	1	Articulated Flatbed	1
	Welfare Unit	N/A	N/A	N/A	All	1	Articulated Flatbed	1
	Well Test Equipment							
Waste Collection	N/A	N/A	N/A		20	Various	1-13	
Water Disposal	N/A	N/A	N/A		20	Various	1-13	
Service Company	N/A	N/A	N/A		5	Various	1-13	

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