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OIL SANDS ENGINEERING PROCEDURE

00-PRO-PC-0051

CNRL HORIZON ACCESS ROAD AND BRIDGE PROCEDURES



Rev #	Date	Revision Description	By	Checked	Checked	App'd
0	13-Sep-05	Issued for Implementation				



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This Procedure applies to Canadian Natural Resources Limited (CNRL) – Horizon Oil Sands Project
 It specifies minimum management or technical requirements.

In cases where legislation imposes more stringent or additional requirements, the legislative requirements shall override these procedures until such time as these procedures are updated to reflect new requirements.

1.0 CNRL PRIVATE ACCESS ROAD AND BRIDGES GENERAL

1.1 CNRL Access Road

The Horizon access road km 0 is located 4 km north of the Fort McKay turn-off from Highway #63 which is some 54km north of Fort McMurray. The Horizon access road extends 24km to the Horizon Plant Site (See Appendix A).

The Access Road traverses three rivers or creeks by bridges constructed by CNRL, namely the McKay River, the Ells River and Joslyn Creek. Along the 24 km of road there are nine turn-outs where vehicles may park off-road when required (See Appendix B).

This procedure has been prepared to advise of requirements for use of the Access Road and crossing the CNRL bridges.

2.0 ACCESS ROAD SPECIFIC REQUIREMENTS

2.1 All traffic shall comply with posted speed limits.

2.2 Radar units will be randomly used to monitor speed limit compliance along the access route. Upon receipt of two speeding infractions, access to the CNRL Access Road may be revoked.

2.3 All vehicle operators shall be in possession of an appropriate operator's license.

2.4 All vehicles using the CNRL Access Road shall be licensed and in compliance with Alberta Motor Vehicle Licensing and Standards.

2.5 Commercial vehicles required to operate beyond standard Alberta provincial licensing limits shall be in possession of a valid Alberta Transportation Permit and shall be in compliance with all terms outlined in the permits.

2.6 Safety certificates shall be valid.

2.7 Personal vehicles, buses, service trucks and empty or loaded transport trucks shall give right of way to loaded transport trucks traveling with one or more pilot vehicles along the access road.

3.0 ACCESS ROAD OVER-DIMENSIONAL LOAD TRANSPORT PROCEDURES

3.1 **Definition:** Over-dimensional load is any transport unit that is required by Alberta Transportation to have one or more pilot escorts during transport.

3.2 Over-dimensional loads shall not travel on the CNRL Access Road during scheduled bussing periods or at the following times:

- From 6:00am to 7:00am
- From 5:30pm to 6:30pm

3.3 For loads that cannot arrive at the plant gate before 6:00am, the Contractor shall advise CNRL of parking requirements along the Access Road at the following principal locations:

- a. First pull-off km 2. 300m available parking. Parking on the north-bound lane
- b. Second pull-off km 3.8. 200m available parking. Parking on the south-bound lane
- c. Third pull-off km 6. 200m available parking. Parking on the north-bound lane just prior to the bridge crossing the McKay river.

Note: There are six other pull-off parking locations on the Access Road which can be used for parking in an emergency if required.



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3.4 Request to access pull-off parking along The Access Road (See Appendix B) is to be made three weeks prior to shipping. Request is to be made in writing to:

Canadian Natural Resources Limited
Transportation & Logistics
Fax: (403) 514 7813
Overdim.schedule@cnrl.com

4.0 ACCESS ROAD BRIDGES OVER-DIMENSIONAL LOAD APPROVAL PROCESS

4.1 CNRL Bridges:

The three CNRL bridges are the McKay River Bridge, the Ells River Bridge and Joslyn Creek Bridge

4.2 Alberta Transportation Load Categories

CNRL may request the Transport Contractor to supply a copy of their Alberta Transportation Overweight permit.

The Transport Contractor shall abide by the following requirements regarding Overweight Permit Categories:

a. Category 1

- Standard single-trip overweight permits issued by Alberta Transportation permit office, not requiring bridge review. 32-wheel trailer 90 tonnes GVW, 64-wheel trailer 140 tonnes GVW, 96-wheel trailer 160 tonnes GVW, 64-wheel Scheuerle trailer 125 tonnes GVW.
- Such trips shall be allowed to cross CNRL bridges in compliance with Alberta Transportation's permit terms and conditions without individual approvals from CNRL.

b. Category 2

- Single-trip overweight permit requests that exceed Category 1 GVW weights shown above are reviewed by Alberta Transportation's Bridge Evaluation Engineer to ensure that axle spacing and loads meet bridge limits. Permits are issued with conditions for bridge crossings unique to each load and trailer combination. Most oversized loads weighing 57 tonnes and up will fall into this category of permit.
- Overweight loads originating south of the Athabasca River Bridge at Fort McMurray shall be allowed to cross CNRL bridges without individual approvals from CNRL. Transport contractor shall follow bridge crossing procedures shown on permits for the Alberta Transportation Bridge with greatest restriction when crossing CNRL bridges. **The Athabasca River Bridge governs maximum permissible loading for the CNRL bridges.**
- Overweight loads originating north of the Athabasca River Bridge at Fort McMurray will be required to meet Alberta Transportations Athabasca River Bridge loading limits. The Transport Contractor shall forward transport drawings and equipment descriptions to CNRL for approval 5 working days prior to move to:

Canadian Natural Resources Limited
Transportation & Logistics
Fax: (403) 514-7813
Overdim.schedule@cnrl.com



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- Contractor may be required to employ the services of a third party engineering firm. Third party engineering firm will conduct a study and supply written procedures to Contractor with copy to CNRL for the crossing of all CNRL structures en-route to Site.
- The Transport Contractor shall not under any conditions exceed seasonal axle load limits when crossing CNRL bridges.

c. Category 3

- Single-trip Permit Supervised and Controlled. GVW from 200 tonnes to 900 tonnes, depending on trailer axle loads and weight distribution, can fall into this classification. Supervised and controlled moves require that the Transport Contractor employ the services of a third-party engineering firm to conduct a study and supply written procedures for the crossing of all structures en route to Alberta Transportation for final approval.
- The Transport Contractor at his cost must include CNRL bridges in any studies required by Alberta Transportation. The Transport Contractor shall submit third-party bridge studies/evaluations and recommendations to the bridge designer for approval. Bridge studies/evaluations shall be forward to CNRL at:

Canadian Natural Resources Limited
Transportation & Logistics
(Fax: (403) 514-7813
Overdim.schedule@cnrl.com



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APPENDIX A

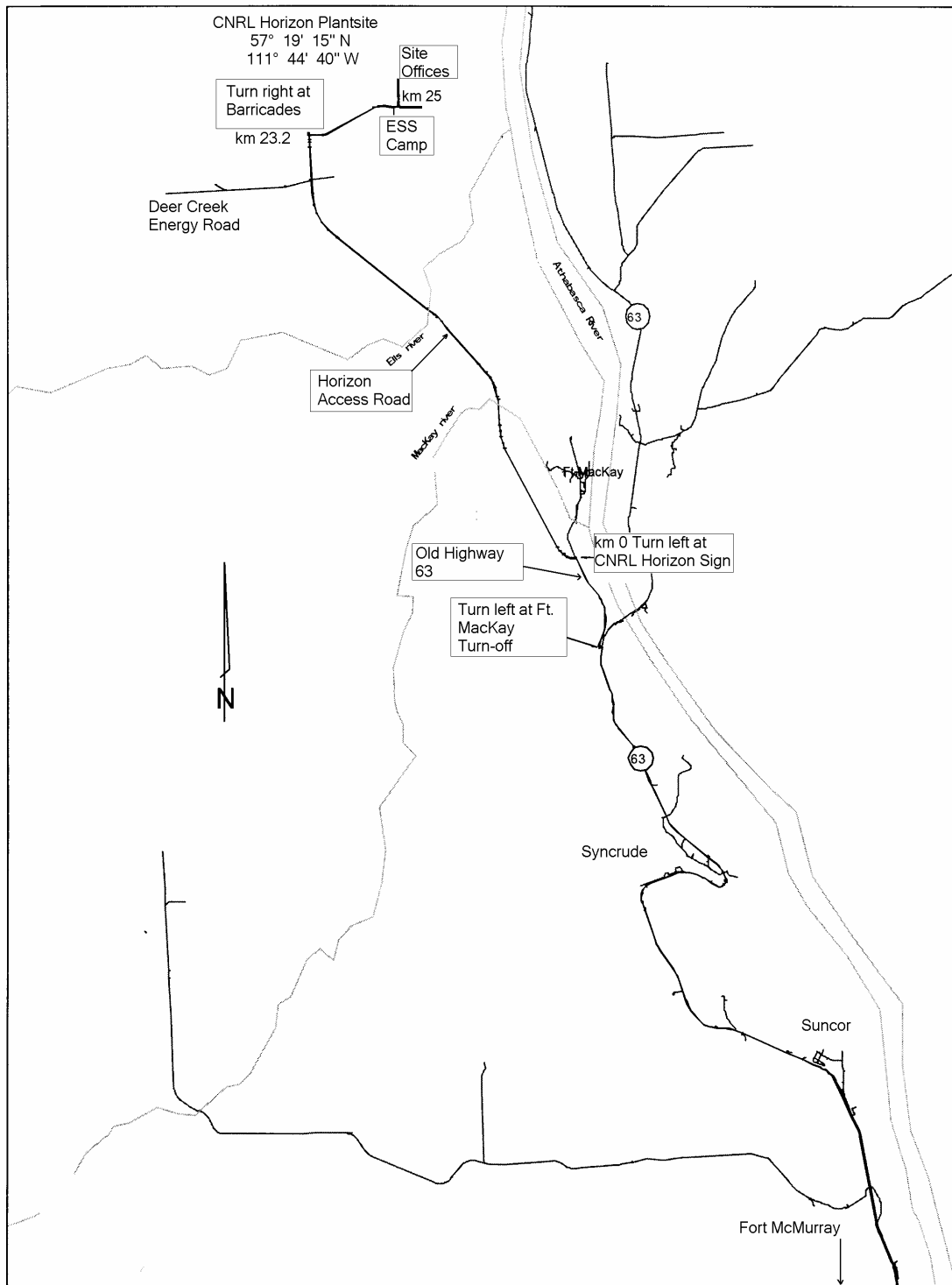
FIGURE 1: HORIZON OIL SANDS ACCESS ROAD LOCATION



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FIGURE 1: HORIZON OIL SANDS ACCESS ROAD LOCATION





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APPENDIX B

FIGURE 2: HORIZON ACCESS ROAD, BRIDGE AND TURN-OUT LOCATIONS



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FIGURE 2: HORIZON ACCESS ROAD, BRIDGE AND TURN-OUT LOCATIONS

