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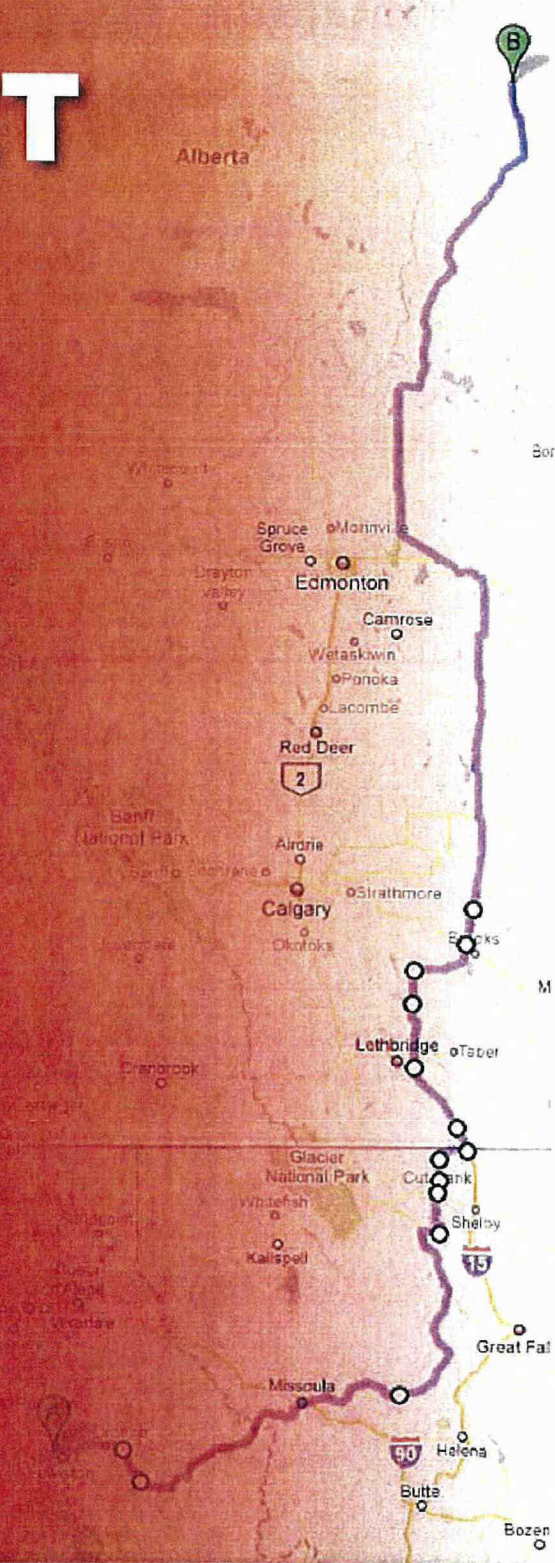
**Lewiston, ID**

**to**

**Kearl Lake Project, AB**

**Validation Module Route Study**

**Execution Plan**



**MAMMOET CANADA WESTERN LTD.**

**Project No.: 0010030265-P042**

**EXHIBIT  
200**

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## PREFACE

Development of the Alberta oil sands is a proactive initiative contributing toward North American energy self-sufficiency. North Americans can reduce their dependency on foreign oil exporters through the combined efforts of domestic energy development and increased energy conservation.

Geologists estimate that natural oil sands throughout northern Alberta and Saskatchewan hold 1.7 to 2.5 trillion barrels of oil. Bitumen, a carbon-rich extremely viscous oil extracted from oil sands, requires processing in upgrader plants in preparation for commercial markets.

Global investments in the oil sands extraction and upgrading, is limited by Alberta's labor capacity to build infrastructure. Currently infrastructure, development uses industry standard modularized construction methods based largely in central Alberta. A proposed solution is to extend modular construction activities beyond Alberta's borders.

The Rocky Mountains are a formidable barrier for transporting modules (typically 24' x 24' x 120') into Alberta. Tunnels and narrow rock-faced roadways rule out most routes between west coast ports and the Great Plains. However, the Snake River links the Pacific Ocean with the most accessible route through the Rocky Mountains—Lolo Pass.

The Snake River Route will be a game changer for Alberta's oil sands developers. With access to the west coast, development schedules become more predictable, and construction costs are sustainable based on global rates for materials and labor.

Development of a "high load" corridor from Lewiston, ID to Fort McMurray, AB will provide the states of Idaho and Montana an opportunity to participate in development of the oil sands. This proposed route execution strategy can provide a template for permanent route infrastructure development.