PROJECT DESCRIPTION

FOR THE

POINT THOMPSON UNIT CENTRAL PAD SCREEDING AND DREDGING PROJECT

NOVEMBER 2024

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1.0 INTRODUCTION

Hilcorp Alaska, LLC (Hilcorp) proposes to dredge or screed and level the Point Thompson Unit (PTU) Central Pad Service Pier (Figure 1). The PTU Central Pad Screeding Project is necessary to maintain navigable water depths to allow for safe access to the Service Pier.

2.0 PROJECT DESCRIPTION

Hilcorp proposes to screed and/or dredge the Point Thompson Unit (PTU) Central Pad Service Pier. Barges transporting modules, equipment, or supplies to Point Thompson require a specified draft for offloading. In instances when a barge must be grounded on the seabed to allow one or more heavy objects to be transferred between the barge and the dock, the seabed must be screeded and/or dredged to provide proper support for the barge. Screeding and/or dredging will be conducted to provide the required seabed depth profile.

Screeding involves redistributing the existing marine sediment to provide the required seabed depth profile for the barges. This is accomplished by dragging a beam fixed to the bottom of a barge to redistribute and level the marine sediments. The beam is mounted on a barge propelled by a tug, with the height of the beam set to the desired depth. Hilcorp anticipates using a Deck Cargo Barge with a screed kit attached.

The sediments around the PTU Service Pier are subject to transport by waves, currents, ice, and barge propeller wash. As a result, screeding and/or dredging are necessary to maintain navigable water depths. Screeding and dredging will be conducted in summer 2025 and 2026 in front of the Service Pier. The Service Pier is approximately 70 feet offshore from Central Pad and is where screeding will take place. The area where screeding and/or dredging could occur is an estimated 154,200 square feet (3.53 acres) area of sub tidal seafloor. The dredging and screeding area starts at the end of the Service Pier and goes seaward (north) approximately 500 feet and east and west approximately 450 feet (Figure 3). The screeding specific area is approximately 815’ x 120’ (2.25 acres). Barges transporting equipment, materials or supplies to the Service Pier require a minimum of 5.5 foot- MLLW depth to access the Pier. No more than 5,740 cubic yards of material will be distributed or removed.

Screeding and dredging could be conducted sequentially in different areas. As a result, to achieve the needed seabed profile, dredged material will be removed via excavator to barge deck, the material will drain on barge deck, drained material to back to the dock where a loader will place in a rock truck, the rock truck will transport it to the existing pad with gravel storage.

The PTU Central Pad Screeding Project is necessary to maintain navigable water depths to allow for safe access to the Service Pier. Table 1 shows the Township, Range, Section, and Meridian where the project will occur.

Table 1. Location of PTU Central Pad Screeding and Dredging Project

Proposed Work	Meridian	Township	Range	Section
Central Pad Screeding Project	Umiat	10N	23E	34

2.1. General Operations during Construction5PTU Cen

Existing facilities and infrastructure at PTU will be used for housing of construction crews and for mobilizing/transporting materials, supplies, and other equipment. Communications from the site during construction operations would be by radio and/or cellular phone. No food waste or other material that could attract wildlife will be stored at the site. Any Construction and Demolition (C&D) or Municipal Solid Waste (MSW) generated on site will be bagged up and hauled to the North Slope Borough waste disposal facility on a regular basis.

The project area is accessible from existing gravel facilities and Hilcorp will use existing infrastructure to support this project. Anticipated onsite equipment needs for the project will include, but is not limited to, barges, a dozer, excavator, mini excavator, super sucker, water truck, heaters, light plants, and/or an Envirovac.

Any fuel tanks and/or generators utilized at the construction site would be located and contained within a bermed, lined, impermeable area sufficient to contain 110 percent of the largest tank capacity, if required based on specs. The fuel storage capacity would be that required to meet daily operational and bulk re-supply needs during construction activities.

3.0 FUEL STORAGE

All fuel and hazardous substances will be stored and handle in accordance with standard operating procedures and Hilcorp's Oil Discharge Prevention and Contingency Plan.

4.0 CONTIGENCY AND WILDLIFE PLANS

Activities at Point Thompson Unit are conducted in compliance with the following plans:

- Hilcorp's Oil Discharge Prevention and Contingency Plan for North Slope Facilities (Revised July 2021)
- Hilcorp's Spill Prevention, Control, and Countermeasure Plan for PTU (Original June 2022, Amended March 2024)
- Hilcorp's Storm Water Pollution Prevention Plan for North Slope Facilities (SWPPP) (December 2020)
- Bear Interaction, Mitigation, and Monitoring Plan for Hilcorp Alaska, LLC. Areas of Operation North Slope, Alaska and Kenai and Cook Inlet Facilities (Revised June 2023)

Hilcorp will operate under the Polar Bear Incidental Take LOA 24-INC-04 and Polar Bear Intentional Take LOA 23-INT-11 as issued by United States Fish & Wildlife Service and the Marine Mammals Management Office. To avoid nesting impacts to threatened Spectacled Eiders and other migratory birds, no excavation, clearing or fill placement will occur between June 1 and July 31.

5.0 LOCAL HIRE

Hilcorp works with local organizations to encourage growth in local service sector. While not all contracted services are awarded to local/in-state providers, Hilcorp strives to do business locally when possible.

6.0 REHABILITATION PLAN

Facility infrastructure will be removed from the PTU pads at the time of facility decommissioning. After the Point Thompson Unit is no longer producing, the pads will be cleaned and reclaimed in compliance with applicable laws and regulations.

7.0 PROJECT SCHEDULE

Hilcorp plans to execute the PTU Central Pad Screeding Project beginning July 1, 2025, or as soon as all permits are received and conditions allow, and be completed by September 30, 2026, unless the work is completed sooner or weather dictates project completion.

8.0 PERMITS/APPROVALS

Hilcorp will construct and operate the PTU Central Pad Screeding Project under the following permits/approvals:

- Alaska Department of Natural Resources (ADNR) Division of Oil and Gas (DOG) – Lease Plan of Operations Amendment
- North Slope Borough (NSB) - Administrative Approval
- U.S. Army Corps of Engineer (USACE) – Individual Permit (Engineering Form 4345)
- Alaska Department of Environmental Conservation (ADEC)– Section 401 Prefiling Meeting Request

PERMITTING FIGURES