

PPR is submitting this document to summarize the critical information that has become available over the last 24 hours, the technical evaluation completed during that period, and the decision-making basis supporting the revised go forward plan. These actions were undertaken to ensure well integrity is maintained and that safe operations remain the overriding priority.

Cement Bond Log

The bond log and the interpretation show cement, but poor quality with a cement top picked at 1728 m

Noise/Temp Log

The noise stations showed a constant sound from the first station at 3216 m all the way to surface indicating a clear channel from the liner top to surface.

- 70 stations in total were measured
- The BHT was measured at 135C, which is 8 degrees higher than the previously identified BHT.
- This was the first time PPR had a temperature gauge on bottom from the operations in 2023 and 2026

SCVF gas

From the analysis, entry point, and logging we suspected we have a deep gas source.

SCVF Remediation

Original Plan/Program

Perforate an interval based on logging for the squeeze and then run a cement retainer on tubing.

Identified risks

While performing the cement squeeze across the perforated interval, the primary operational risk is the unknown gas deliverability at the perforation depth and pressure that could be introduced.

We know that the reservoir pressure is ~54 MPa, which we measured during this operation (and 2023) with shut in wellhead pressure and hydrostatic pressure

- Hydrostatic Pressure = $3250 \text{ m} * 0.00981 \text{ m/s}^2 * 1000 \text{ kg/m}^3 = 31,883 \text{ kPa}$
- Measured Wellhead Pressure = 21,500 kPa (the pressure used was from February 6, which was the highest recorded wellhead pressure)
- Reservoir Pressure = $31,883 \text{ kPa} + 21,500 \text{ kPa} = 53,383 \text{ kPa}$

If full reservoir pressure were to be realized at the perforations, the potential gas influx could exceed the operational limits of the current pressure control equipment, resulting in an unsafe well control and hydrate scenario.

To operate safely we would require a heavier kill weight fluid (which would require likely Zinc Bromide or a Water Based Drilling Mud) to be on-site during operations. Zinc Bromide is toxic and environmentally

hazardous, and both options are cost prohibitive and extremely difficult to handle in cold weather operations. We also do not currently have the equipment on site to handle these fluids.

Alternatively, we would require a Snubbing Unit to snub the tubing and cement retainer into the wellbore. The quickest we could have a snubbing unit on location is **March 9, 2026**, as we are headed towards breakup in Alberta and all units are very busy.

Proposed/New Program

The proposed operation involves utilizing a wireline unit to perforate and set a cement retainer under pressure. A key limitation is that the currently installed BOP stack is 11" rated to 35,000 kPa and this won't isolate well. To safely conduct this operation under potential reservoir pressure, 11" wireline BOPs and a compatible 11" lubricator would be required. This equipment configuration is not commonly available in Alberta and, based on current logistics, would not be mobilized to location until March 3rd - 5th, 2026. Once mobilized and on-site we estimate approx. 10 days to complete operations to remediate the SCVF.

Timeline Challenges

Equipment Availability:

- Wireline services (including required high-pressure equipment) are not available until March 3–5, 2026.
- Snubbing services are not available until March 9, 2026.

Access Constraints:

- Enbridge is scheduled to demobilize and begin dismantling the ice bridge across the Liard River beginning on March 8/9, 2026.
- Loss of the ice bridge will eliminate access to the location.

Given these constraints, the available operational window is extremely limited and does not provide adequate time to perform the operation.

Technical Components

Cement

Given the updated downhole temperature of 135 °C, a full review of cement formulation and squeeze components is required to confirm their thermal stability and suitability for the planned operation. This represents an unexpected change, takes additional time to evaluate, and options for suitable cement and components are limited.

Gas Evaluation

Based on the information acquired from the bond and noise/temperature logs, we are in an excellent position to take the necessary time to analyze the data and develop a fit-for-purpose operational plan.

- A key aspect that still requires clarification is the lithology of the gas source. Additional sampling is scheduled for March 1, 2026, to support this assessment.
- Once the lithology is understood, we can determine the appropriate perforation phasing and charge type to achieve optimal access to the gas flow.

Go forward Plan

- **February 28, 2026**-Circulate 15 m of cement on top of the bridge plug set at 3212 m.
- Tag cement top with 1800 daN
- Rig out all equipment.

Configuration

The well is currently isolated from reservoir pressure by four independent barriers: two 114.3 mm bridge plugs, one 244.5 mm bridge plug, and 15 m of cement. All barriers have been, or will be, pressure-tested and tagged to exceed the regulatory pressure requirements.

Future Operations

PPR has made every effort to abandon the well and remediate the SCVF during this operational window; however, completion cannot be achieved safely within the current timeframe. The program faced multiple significant operational challenges, including unexpected downhole pressure control issues, managing five separate hydrates extending approximately 80 m in height and delays in securing Enbridge agreements, all of which further constrained the available operational window.

Continuing operations under these conditions and the original abandonment program would create an unacceptable risk to well control and safe operations. The well will be secured in a fully isolated and safe condition, with all barriers verified.

Full remediation of the SCVF will require additional technical evaluation, mobilization of specialized equipment, and further analysis. While this outcome does not complete the original plan, halting the operation at this stage is the only safe and compliant course of action.

Although we are disappointed not to complete the abandonment of L-68 during this window, PPR remains committed to safely completing SCVF remediation in a future operation once the required resources, equipment, and analysis are in place.