



Couvillion Group, LLC
MC 20 Hydrocarbon Pump-Off #10 Results Report

Document #: Couv-MC20-O&M-RPT-DOC-00037

12/23/2019

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Revision	Date	By	Check	Approve	Remarks
0	12/23/2019				Initial Document

Summary:

Couvillion Group's Rapid Response Collection System initiated its tenth collection cycle on 11/10/2019 and completed the cycle on 12/6/2019 resulting in a collection duration of 25.9 days. Using the OSV Chloe Candies the collected hydrocarbon fluids recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Venice, Louisiana. Dockside Transfer commenced on 12/8/2019, with 942.8 bbl of hydrocarbon fluids transferred to an onshore frac tank. Over the next 5-day period water separated from the oil and was collected in the bottom of the frac tank before decanting operations commenced. On the morning of 12/13/2019 Couvillion Group took a morning measurement that recorded 949.2 bbl of hydrocarbon fluids remained in the tanks via strap measurements, the additional volume recorded was water that was taken into the frac tanks during a routine hose flushing that took place before decanting. A total of 33.4 bbl of water was decanted from frac tanks 1-3 and transferred to frac tank 4 for processing at a later date. A total of 841.9 bbl of hydrocarbon fluid was transferred from the Venice Yard to the Acadiana Oil Company in Berwick, Louisiana using seven tank trucks. A total of 73.9 bbl of residual fluid remained in the frac tanks and were combined into the residual tank for processing after further settlement. Total fluids reconciliation was within 0.7%.

After measuring the BS&W content and taking specific gravity and temperature into account at the Acadiana Oil Company site, the net crude oil collected during this collection cycle was 818.6 bbl.

Procedures Followed:

Couvillion Group and the associated companies participating in the collection and transportation of hydrocarbon fluids from the MC-20 site to the Acadiana Oil Company site have compiled a set of procedures that are followed throughout the process. The MC20 Response Disposal Plan with associated documentation pertaining to custody transfer and hydrocarbon fluids measurements for this report are in Appendix I. Appendix II includes the NRC waste handling documentation.

Execution:

Offshore Collection of Hydrocarbon Fluids at MC 20 Site:

The OSV Chloe Candies moved in place on location at MC20 on 12/5/2019 at 1400 hrs. An as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. Pumping commenced at 2145 hrs on 12/5/2019 and ended at 0125 on 12/6/2019. Fluids were sampled on the vessel every 20 minutes for field analysis to determine the estimated oil to water ratios until water breakthrough occurred and collection operations were then stopped. **A total of 940.7 bbl of hydrocarbon fluid was collected according to the tank strap measurement taken offshore.** Upon pump off completion the hoses and pump were surfaced and flushed with saltwater that was sent to a filtration system for treatment and over boarding.

Vessel to Dockside Transfer

The Chloe Candies arrived at the Couvillion Dock in Venice, Louisiana on 12/7/2019. On the morning of 12/8/2019 hoses were run from the tanks on the vessel through a diaphragm pump which was on a Couvillion provided barge and then run to 500 bbl frac tanks onshore. The pump-off process was begun and continued until all MPT tanks aboard the OSV Chloe Candies were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel were empty and then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 942.8 bbl**. With dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of 8 days, with an initial decant occurring at day 5, before transfer of the oil from the frac tanks to tank trucks. On 12/13/2019 the decanting process of transferring water from frac tanks 1-3 into the residual frac tank 4 began. On 12/17/2019 after all water that separated from the hydrocarbons and was transferred to tank 4 a measurement of 33.4 bbl of water was recorded as the total decanted fluids. The fourth frac tank is used for residuals, decanted water, and tank bottoms to allow for additional settlement over time in efforts to reduce the amount of BS&W that is trucked to Acadiana Oil in Berwick, La. This tank is not processed every pump off and is only emptied when the tank levels reach over half of its max capacity. Results are shown in the Total Fluid Reconciliation Table.

Dockside Frac Tanks to Truck Transfers

On the morning of 12/17/19 at 06:30 hrs the first round of frac tanks to tank truck transfers commenced. A hose was attached to the frac tank and ran through a diaphragm pump into a tank truck. Pumping commenced and the first truck received 142.0 bbl of hydrocarbon fluids. The second tank truck was loaded with 71.4 bbl. The third truck was loaded with 146.4. The second day of frac tank to tank truck transfers began on 12/18/19 at 06:30. The first truck was loaded with 146.4 bbl, the second truck was loaded with 144.3 bbl, the third truck was loaded with 144.0 and the final truck was loaded with 47.4. At this time an NRC representative and a Couvillion Representative double checked all strap measurements in the trucks, and residuals left in the frac tanks totaling 73.9 bbl were transferred into frac tank 4. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Trucks were then released and began transport to the Acadiana Oil Company site in Berwick, Louisiana.

Truck to Facility Transfer

Upon arrival at the Acadiana Oil Company site each truck enters a loading bay. Before any fluids are transferred an Acadiana Oil Representative straps their tank for an initial measurement and then transfer of fluid begins. While the pump off is underway an Acadiana Oil Company Representative takes three fluid samples during the transfer process from the pump outlet from which hydrocarbon fluid is flowing. These samples are taken at the beginning of the transfer, mid-way through the transfer, and at the end of the transfer process. In other words when the tank truck volume is full, half-full and nearly empty. These readings are referred to as top, middle and bottom readings, respectively. These (3) samples are mixed together and then shaken vigorously to ensure a full mixture. The sample is then taken to their testing area where tests are run to determine: % BS&W content, temperature, and specific gravity. Temperature and specific gravity are recorded via the use of a hydrometer, while BS&W content is determined via the use of a centrifuge with a 50/50 mixture of the sample with mineral spirits. Once all sampling is completed and recorded (see copy in Appendix I) the Acadiana Oil Company Representative again straps their tank in order to obtain a post transfer level. The gross fluids that are recorded is determined by subtracting the initial pump off tank strap level from the post transfer

Total Fluid Reconciliation

				Truck 1	Truck 2	Truck 3	Truck 4			
	Date	Total Fluid Frac Tank Strap at Venice by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff			
Pump Off #1	4/26/2019 5/6/2019	215.7	0.0	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019 5/8/2019	223.5	15.6	101.3	82.8	0	0	17.6	217.3	-2.8
Pump Off #3	5/13/2019 5/16/2019	331.2	0.0	103.2	126.4	108.5	0	16.2	354.3	-1.6
Pump Off #4	6/19/2019 6/20/2019 6/21/2019 PO4: Total	905.5	32.5	139.4 137.7 48.5	138.7 140.7 0	0.0 140.6 0	0.0 144.1 0	0.6	310.6 563.1 49.1 922.8	-1.8
Pump Off #5	7/31/2019 8/1/2019 8/2/2019 PO5: Total	1196.6	96.3	139.2 139.1 99.8	142.7 140.7 101	146	138	45.2	281.9 563.8 246.0 1188.0	-0.7
Pump Off #6	8/26/2019 8/27/2019 PO6: Total	874.6	56.8 *	141.7 140.5	140.3 137.2	141.5 61.3		57.9 *	480.3 396.9 877.2	0.3
Pump Off #7	9/23/2019 9/24/2019 PO7: Total	880.4	41.3 *	138 144.4	144.3 143.7	142.6 55.3		55.3 *	466.2 398.7 864.9	-1.8
Pump Off #8	10/21/2019 10/22/2019 10/23/2019	787.4	27.2	143.9 137.7	154.3 130.0	144.0			27.2 442.2 267.7	
Residual Tank	10/23/2019 PO8: Total	205.1	53.5			125.4		66.4	245.3 982.4	-1.0
Pump Off #9	11/19/2019 11/20/2019 PO9: Total	757.8	32	142.3 145.6	143.8 92.1	145.3		55.6	463.4 293.3 756.7	-0.1
Pump Off #10	12/17/2019 12/18/2019 PO10: Total	942.8	33.4	142 146.4	71.4 144.3	146.4 144	47.4	73.9	393.2 556 949.2	0.7

Barrels of Oil Collected Daily

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Collection Duration for 1st Trip	4/12/2019	0:00	4/23/2019	1:05	11.0	187.4	17.0	715.7 gallons/day
Collection Duration for 2nd Trip	4/23/2019	1:05	4/30/2019	21:09	7.9	181.6	23.0	965.6 gallons/day
Collection Duration for 3rd Trip	4/30/2019	21:09	5/12/2019	23:20	12.1	295.7	24.4	1,026.5 gallons/day
Collection Duration for 4th Trip	5/12/2019	23:20	6/13/2019	17:17	31.5	850.0	27.0	1132.3 gallons/day
Collection Duration for 5th Trip	6/13/2019	17:17	7/21/2019	1:40	37.4	983.7	26.3	1104.7 gallons/day
Collection Duration for 6th Trip	7/21/2019	1:40	8/18/2019	3:15	28.6	757.2	26.5	1112.0 gallons/day
Collection Duration for 7th Trip	8/18/2019	3:15	9/12/2019	22:30	25.8	749.2	29.0	1219.6 gallons/day
Collection Duration for 8th Trip	9/12/2019	22:30	10/9/2019	10:15	26.5	675.8	25.5	1071.1 gallons/day
Collection Duration for 9th Trip	10/9/2019	10:15	11/10/2019	1:05	31.6	659.1	20.8*	875.5 gallons/day
Collection Duration for 10th Trip	11/10/2019	1:05	12/6/2019	10:25	25.9	818.6	31.6*	1327.5 gallons/day

*Due to weather constraints and hydraulic pump issues during Pump Off 9, oil was left in the subsea oil containment vessels D and E resulting in a lower collection rate calculation on a daily basis. The residual hydrocarbons resulted in an inflated bbl/day calculation for pump off 10. If you take the total volume of oil collected during both Pump Off 9 and 10 over a total collection duration of 57.5 days this calculation yields 25.7 bbls/day at the MC 20 site.

Totals for pumpoff 1-10

	Bbl	Gal
Net Oil collected"	6282.1	263847.8
Total Oily fluids collected in:	7320.6	307463.5

Appendix 1

MC20 Product Removal and Transportation with Completed Documentation

Phase # 2 Pump Off # 7



Attachment A: Dockside Transfer – Transfer of Liquid and Crude Oil in Accordance with Maintenance



Date: 12/08/2019

Time Transfer Ended: 1300

	Column A Residual Tank Volume From Prior Operation (bbl)	Column B On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Column C Onshore Frac Tank Strap Measurement after Offloading (bbl)	Column D Volume of Fluid (Column C-A) (bbl)	Column E % Difference Column (D-B)/D * 100
Tank 1	0	274.3	302.2	302.2	
Tank 2	0	360.1	322.6	322.6	
Tank 3	0	301.3	318.0	318.0	
Total	0	940.7	942.8	942.8	0.2%

Note: If the % Difference is greater than 3% please attempt to explain the difference:

Sign-off by: USCG Rep Signed Name: [Redacted] Date: 08DEC2019

Couvillion Rep Signed Name: [Redacted] Date: 12/8/2019

Cypress Rep Signed Name: [Redacted] Date: 12/8/19

NRC Rep Signed Name: [Redacted] Date: 12/08/19

Phase #2 Pump OFF #7



Attachment B: Venice Shore Base On-Site Interim Tank Storage Measurements Before Offloading to Tank Trucks (Decanting of Water)

Date: 12/13/2019

Time: 0903

Time Measurements begin after Vessel Offloading in hours: _____

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	302.2	308	287	21
Tank 2	322.8	324.5	314.7	9.8
Tank 3	318.8	316.7	314.1	2.6
Total	942.8	949.2	915.8	33.4

Sign-off by: USCG Rep (optional) Signed Name: _____ Printed Name: _____ Date: 12/13/19

Couvillon Rep Signed Name: _____ Printed Name: _____ Date: 12-13-19

NRC Rep Signed Name: _____ Printed Name: _____ Date: 12-13-2019



United States Coast Guard
U.S. Department of Homeland Security

Phase #9 Pump Off #7

Attachment C: WASTE MANAGEMENT TRACKING FORM



Couvillion Group, LLC

Oil/Water Transportation and Net Crude Oil

Start Shipments Date: 12/17/2019

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	RJS	4030	12/17	ADC	142.0		
2	RJS	434	12/17	ADC	71.4		
3	RJS	5167	5167	ADC	146.4		
Total Volumes Shipped by Gallons/bbls					359.8		

End of Shipments date: 12-17-19

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted]

Couvillion Rep Signed Name: [Redacted]

NRC Rep Signed Name: [Redacted]

Printed Name: [Redacted] Date: 12-17-19

Printed Name: [Redacted] Date: 12-17-19

Printed Name: [Redacted] Date: 12/17/19



United States Coast Guard
U.S. Department of Homeland Security

Phase #2 Ramp Off #7

COUVILLION

Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oil/Water Transportation and Net Crude Oil

Start Shipments Date: 12/18/2019

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Venice Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	RJ's	4030	12/18	AOC	146.4		
2	RJ's	5167	12/18	AOC	144.3		
3	RJ's	434	12/18	AOC	144.0		
4	Gibson	8183	12/18	AOC	47.4		
Total Volumes Shipped by Gallons/bbls					482.1		

End of Shipments date: 12/18/19

Sign-off by: USCG Rep (Optional) Signed Name

Printed Name

Date: 18DEC19

Couvillion Rep

Signed Name:

Printed Name

Date: 12/18/19

NRC Rep

Signed Name:

Printed Name

Date: 12/18/19



United States Coast Guard
U.S. Department of Homeland Security



Couvillion Group, LLC

Phase #2
Rumpo #2

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 12/18/2019

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded	in each tank
Tank 1	27.0	bbls
Tank 2	24.2	
Tank 3	22.7	

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 18DEC19

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 12/18/19

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 12/18/19

Phase #2 Pump Off #4



United States Coast Guard
U.S. Department of Homeland Security



Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 12/17/2019

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank	bbls
Tank 1	8.1"	27.0 bbls
Tank 2	56.8"	214.9 bbls
Tank 3	82.3"	314.1 bbls

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 12-17-19

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 12-17-19

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 12-17-19

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 12-18-19

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B - Column using Strap Measurement bbl
Tank 1	308.0	287.0	21.0
Tank 2	324.5	314.7	9.8
Tank 3	316.7	314.1	2.6

No Water Sent to disposal facility on this pumpoff, all water and tank Bottoms will be sent to tank 4 for further processing

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	27.0
Tank 2	24.2
Tank 3	22.7

All residuals to be sent to tank 4 for further processing

Sign-off by: USCG Rep(Optional) Signed Name _____ Printed Name _____ Date: 18DEC 19

Couvillion Rep Signed Name _____ Printed Name _____ Date: 12/18/19

NRC Rep Signed Name _____ Printed Name _____ Date: 12/18/19

Appendix II

NRC Waste Handling Documentation

Phase #2 Pump Off #7



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 12/13/2019

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>

APPLICABLE REGULATION / SOPS / ALERTS

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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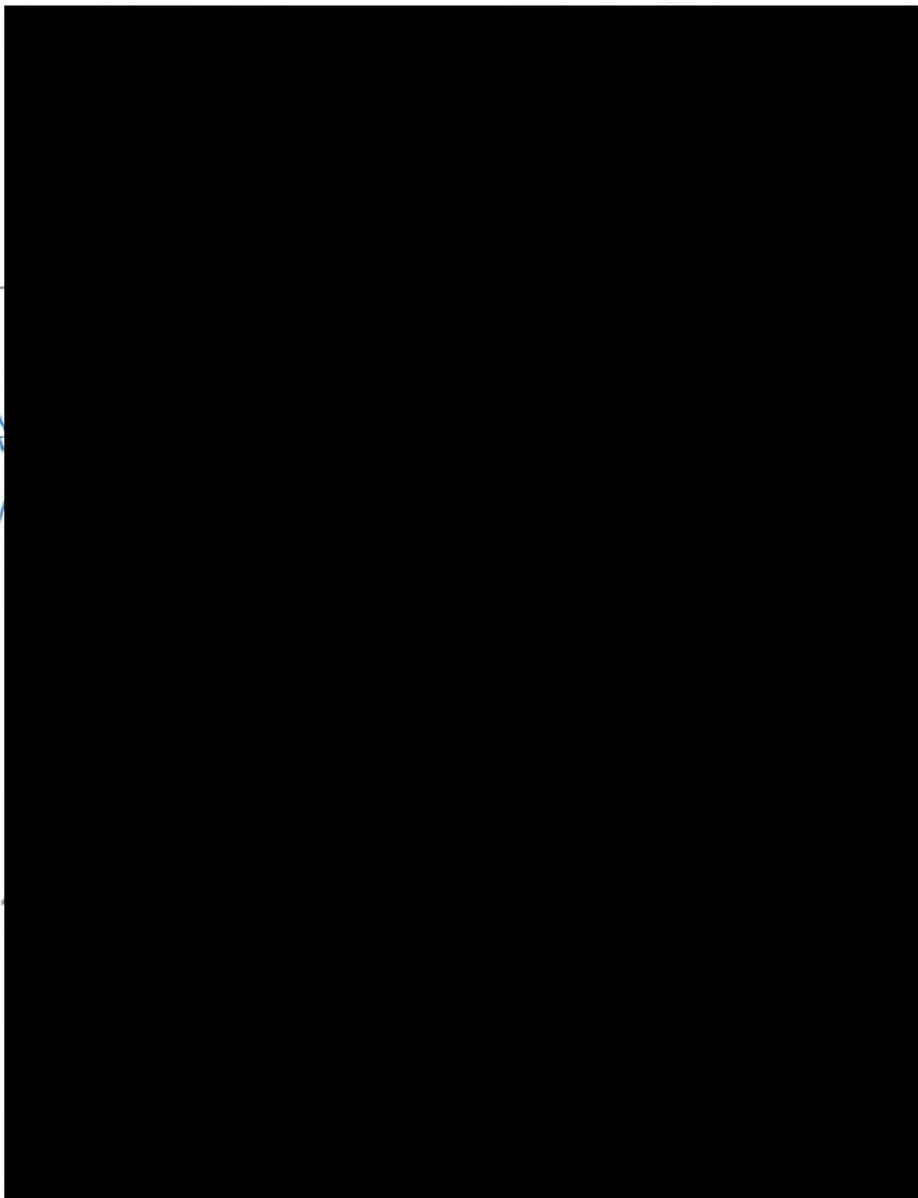
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)

<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/>
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	<input type="checkbox"/>

JOB HAZARD ANALYSIS

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities Personnel do not stop work when hazards are identified Personnel do not report injuries, illnesses, near misses or incidents 	<ul style="list-style-type: none"> The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard Personnel will be instructed to report any injuries, illnesses, near misses or incidents
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel 	<ul style="list-style-type: none"> Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas. All equipment will be inspected for current certifications, testing and serviceable working condition prior to work Personnel will be pre-selected to perform tasks based on verified competency
3. Vehicle movements	<ul style="list-style-type: none"> Personnel, equipment or hoses struck or crushed by moving vehicles or equipment Vehicles not inspected prior to movements. Unsafe for travel. Unsecured items create dropped object or road hazards. 	<ul style="list-style-type: none"> Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. Vehicles will be inspected by drivers prior to travel and after travel for potential damage. Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> Personnel struck by thrown lines or caught in "line of fire". Personnel pinched or crushed during vessel movements. Personnel fall into the water. Man overboard. 	<ul style="list-style-type: none"> When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V. When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	<ul style="list-style-type: none"> Personnel crushed or pinched while connecting transfer hoses. Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses Slip/trip/fall hazards while working 	<ul style="list-style-type: none"> Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back Observe good housekeeping and maintain situational

	<p align="center">SAFETY MANAGEMENT SYSTEM</p>	
	<p align="center">Job Hazard Analysis</p>	<p align="right">Revision: 08/2015</p>



1-6



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> Inadequate hydration Extended work periods without rest resulting in heat stress 	<ul style="list-style-type: none"> Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	<ul style="list-style-type: none"> Potential for ingestion of petroleum product or other contaminants. Fire hazards from unrestricted smoking Direct sun reduces recovery time for workers during breaks Inadequate water 	<ul style="list-style-type: none"> Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. Only smoke in designated areas. Ensure that break areas have adequate shade and cooling potential for personnel Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	<ul style="list-style-type: none"> Potential for secondary contamination by absorption, injection, or ingestion 	<ul style="list-style-type: none"> Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. Only use safety scissors (never knives) to cut Tyvek from personnel. Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	<ul style="list-style-type: none"> First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	<ul style="list-style-type: none"> NRC employees and subcontractors are required to immediately report all incidents to their supervisor. The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Date

	SAFETY MANAGEMENT SYSTEM	 Revision: 08/2015
	Job Hazard Analysis	

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> • Inadequate hydration • Extended work periods without rest resulting in heat stress 	<ul style="list-style-type: none"> • Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). • Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	<ul style="list-style-type: none"> • Potential for ingestion of petroleum product or other contaminants. • Fire hazards from unrestricted smoking • Direct sun reduces recovery time for workers during breaks • Inadequate water 	<ul style="list-style-type: none"> • Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. • Only smoke in designated areas. • Ensure that break areas have adequate shade and cooling potential for personnel • Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	<ul style="list-style-type: none"> • Potential for secondary contamination by absorption, injection, or ingestion 	<ul style="list-style-type: none"> • Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. • Only use safety scissors (never knives) to cut Tyvek from personnel. • Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	<ul style="list-style-type: none"> • First Aid • OSHA recordable • Illness/Injury • Near Miss • Equipment/Vehicle Damage 	<ul style="list-style-type: none"> • NRC employees and subcontractors are required to immediately report all incidents to their supervisor. • The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. • As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. • The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. • Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. • Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				8/14/2019

ACKNOWLEDGEMENT

Employee Name	Signature

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	

Phase 42
Permit # 7
12/17/19

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>

APPLICABLE REGULATION / SOPS / ALERTS		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>

MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)				
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/>
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	

JOB HAZARD ANALYSIS

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities Personnel do not stop work when hazards are identified Personnel do not report injuries, illnesses, near misses or incidents 	<ul style="list-style-type: none"> The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard Personnel will be instructed to report any injuries, illnesses, near misses or incidents
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel 	<ul style="list-style-type: none"> Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas. All equipment will be inspected for current certifications, testing and serviceable working condition prior to work Personnel will be pre-selected to perform tasks based on verified competency
3. Vehicle movements	<ul style="list-style-type: none"> Personnel, equipment or hoses struck or crushed by moving vehicles or equipment Vehicles not inspected prior to movements. Unsafe for travel. Unsecured items create dropped object or road hazards. 	<ul style="list-style-type: none"> Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. Vehicles will be inspected by drivers prior to travel and after travel for potential damage. Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> Personnel struck by thrown lines or caught in "line of fire". Personnel pinched or crushed during vessel movements. Personnel fall into the water. Man overboard. 	<ul style="list-style-type: none"> When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V. When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	<ul style="list-style-type: none"> Personnel crushed or pinched while connecting transfer hoses. Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses Slip/trip/fall hazards while working 	<ul style="list-style-type: none"> Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back Observe good housekeeping and maintain situational



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	<ul style="list-style-type: none"> Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
7. Energizing pneumatic equipment	<ul style="list-style-type: none"> Personnel injured when struck by hoses or pressure during hose connection or fitting failure. Air leaks or blowout causing pressure related injuries. Hearing loss/injury due to noise levels above 85 decibels 	<ul style="list-style-type: none"> All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	<ul style="list-style-type: none"> All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. The DOI Declaration of Inspection will be completed prior to operations. Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	<ul style="list-style-type: none"> Personnel contacted by crude oil spray or environmental release Overfilling transportation vessel resulting in spills Personnel overcome by potentially hazardous vapors Fall hazards present if personnel are working above 6 feet 	<ul style="list-style-type: none"> All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

Job Steps	Potential Hazards	Preventive Measures / Special PPE
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
7. Energizing pneumatic equipment	<ul style="list-style-type: none"> Personnel injured when struck by hoses or pressure during hose connection or fitting failure. Air leaks or blowout causing pressure related injuries. Hearing loss/injury due to noise levels above 85 decibels 	<ul style="list-style-type: none"> All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	<ul style="list-style-type: none"> All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. The DOI Declaration of Inspection will be completed prior to operations. Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	<ul style="list-style-type: none"> Personnel contacted by crude oil spray or environmental release Overfilling transportation vessel resulting in spills Personnel overcome by potentially hazardous vapors Fall hazards present if personnel are working above 6 feet 	<ul style="list-style-type: none"> All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> Inadequate hydration Extended work periods without rest resulting in heat stress 	<ul style="list-style-type: none"> Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	<ul style="list-style-type: none"> Potential for ingestion of petroleum product or other contaminants. Fire hazards from unrestricted smoking Direct sun reduces recovery time for workers during breaks Inadequate water 	<ul style="list-style-type: none"> Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. Only smoke in designated areas. Ensure that break areas have adequate shade and cooling potential for personnel Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	<ul style="list-style-type: none"> Potential for secondary contamination by absorption, injection, or ingestion 	<ul style="list-style-type: none"> Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. Only use safety scissors (never knives) to cut Tyvek from personnel. Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	<ul style="list-style-type: none"> First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	<ul style="list-style-type: none"> NRC employees and subcontractors are required to immediately report all incidents to their supervisor. The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Signature	Position/Title	Date
				8/14/2019

ACKNOWLEDGEMENT

Employee Name	Date
	12-17-19
	12-17-19

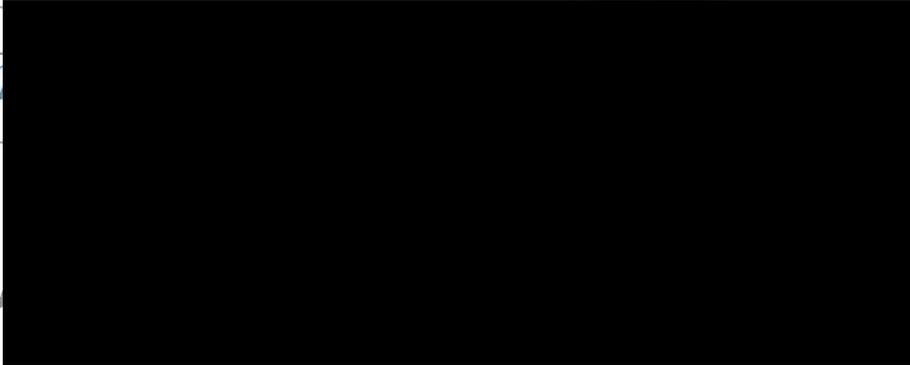


SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015



12-17-19

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12-17-19



SAFETY MANAGEMENT SYSTEM

Job Hazard Analysis



Revision: 08/2015

Phase #2

Pump Off

12/18/2019

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>

APPLICABLE REGULATION / SOPS / ALERTS

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)

<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/>
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	

JOB HAZARD ANALYSIS

Job Steps	Potential Hazards	Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities Personnel do not stop work when hazards are identified Personnel do not report injuries, illnesses, near misses or incidents 	<ul style="list-style-type: none"> The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard Personnel will be instructed to report any injuries, illnesses, near misses or incidents
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel 	<ul style="list-style-type: none"> Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas. All equipment will be inspected for current certifications, testing and serviceable working condition prior to work Personnel will be pre-selected to perform tasks based on verified competency
3. Vehicle movements	<ul style="list-style-type: none"> Personnel, equipment or hoses struck or crushed by moving vehicles or equipment Vehicles not inspected prior to movements. Unsafe for travel. Unsecured items create dropped object or road hazards. 	<ul style="list-style-type: none"> Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. Vehicles will be inspected by drivers prior to travel and after travel for potential damage. Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> Personnel struck by thrown lines or caught in "line of fire". Personnel pinched or crushed during vessel movements. Personnel fall into the water. Man overboard. 	<ul style="list-style-type: none"> When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V. When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	<ul style="list-style-type: none"> Personnel crushed or pinched while connecting transfer hoses. Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses Slip/trip/fall hazards while working 	<ul style="list-style-type: none"> Identify, communicate and avoid all crush/pinch points; including cam-lock connections, vehicles and other moving parts or equipment Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back Observe good housekeeping and maintain situational



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
7. Energizing pneumatic equipment	<ul style="list-style-type: none"> Personnel injured when struck by hoses or pressure during hose connection or fitting failure. Air leaks or blowout causing pressure related injuries. Hearing loss/injury due to noise levels above 85 decibels 	<ul style="list-style-type: none"> All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	<ul style="list-style-type: none"> All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. The DOI Declaration of Inspection will be completed prior to operations. Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	<ul style="list-style-type: none"> Personnel contacted by crude oil spray or environmental release Overfilling transportation vessel resulting in spills Personnel overcome by potentially hazardous vapors Fall hazards present if personnel are working above 6 feet 	<ul style="list-style-type: none"> All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> Inadequate hydration Extended work periods without rest resulting in heat stress 	<ul style="list-style-type: none"> Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	<ul style="list-style-type: none"> Potential for ingestion of petroleum product or other contaminants. Fire hazards from unrestricted smoking Direct sun reduces recovery time for workers during breaks Inadequate water 	<ul style="list-style-type: none"> Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. Only smoke in designated areas. Ensure that break areas have adequate shade and cooling potential for personnel Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	<ul style="list-style-type: none"> Potential for secondary contamination by absorption, injection, or ingestion 	<ul style="list-style-type: none"> Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. Only use safety scissors (never knives) to cut Tyvek from personnel. Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	<ul style="list-style-type: none"> First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	<ul style="list-style-type: none"> NRC employees and subcontractors are required to immediately report all incidents to their supervisor. The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				8/14/2019

ACKNOWLEDGEMENT

Employee Name	Date

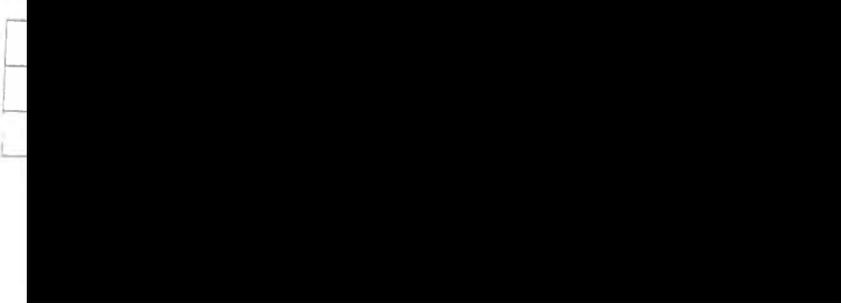


SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015



	12-18-19
	12-18-19
	12-18-19
	12-18-19

STRAIGHT BILL OF LADING - SHORT FORM

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 12-17-11 Bill of Lading No. 232197

Memorandum

RS, Inc. (Name of Carrier) Shipper No. 3 Carrier No. 3

TO Consignee <u>Acad. 01</u>		FROM: Shipper <u>RS, Inc.</u>	
Street <u>125 Rte 1</u>		Street <u>4th St</u>	
Destination <u>Boston, MA</u>		Zip Code <u>784-12</u>	Origin <u>Verona, NJ</u>
Route: <u>110/2</u>		Vehicle No. <u>4-5167</u>	SCAC
		Emergency Response Phone Number <u>337-24</u>	

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
352	x	UN1267 Petroleum Grade Oil, 31 Gal	146.4		

*If the shipment moves between two ports by a carrier by water, this law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.

(Signature of Consignor)

FREIGHT CHARGES
Check Appropriate Box:
 Freight prepaid
 Collect

RECEIVED subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents or condition of contents of packages unknown) marked, consigned and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading set forth in the classification or tariff which governs the transportation of this shipment and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RD" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201 Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203 Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).

SHIPPER	CARRIER
PER	PER

(B) This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

STRAIGHT BILL OF LADING - SHORT FORM

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number"

Date 12-17-11 Bill of Lading No 314

Memorandum

RJ (Name of Carrier) Shipper No. _____ Carrier No. _____

TO Consignee <u>1 - 10000</u>		FROM Shipper <u>10000</u>	
Street <u>1177 - 1 - 10000</u>		Street <u>433 - 1 - 10000</u>	
Destination <u>1</u>	Zip Code <u>10000</u>	Origin <u>10000</u>	Zip Code <u>10000</u>
Route <u>1</u>	Vehicle No <u>1</u>	SCAC	Emergency Response Phone Number <u>1</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360	Weight (Subject to Correction)*	Rate or Class	CHARGES
		<u>UN1267 P</u>	<u>10000</u>	<u>7.16</u>		

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE. PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES \$
Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____	Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.			FREIGHT CHARGES Check Appropriate Box. <input type="checkbox"/> Freight prepaid <input type="checkbox"/> Collect
			(Signature of Consignor)	

RECEIVED subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RD" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this marking is an optional method for identifying hazardous materials on Bills of Lading per 172.201(e)(1)(ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201 Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203. Proper shipping name, hazardous class, UN identification number, packing group and subsidiary class(es).

Note Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).

SHIPPER	CARRIER
PER	PER

3 This is to certify that the above named materials are properly classified, packaged, marked, and labeled and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

STRAIGHT BILL OF LADING - SHORT FORM

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number"

Date 9/17 Bill of Lading No. 25174

Shipper No. 2

Memorandum

Carrier No. 2

(Name of Carrier)

TO Consignee <u>Academy O.</u>		FROM Shipper <u>110</u>	
Street <u>1825 R - 1825</u>		Street <u>110</u>	
Destination <u>Bonwick LA</u>		Zip Code <u>70842</u>	Zip Code <u>70091</u>
Route <u>Hwy 90</u>	Vehicle No <u>5167</u>	SCAC	Emergency Response Phone Number <u>1800 255 3924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
		<u>1120</u>				

* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____.

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.

(Signature of Consignor)

FREIGHT CHARGES
Check Appropriate Box:
 Freight prepaid
 Collect

RECEIVED subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RD" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(e)(1) (ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201 Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203 Proper shipping name, hazard class, UN identification number, packing group and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER		CARRIER	
PER		PER	

properly classified, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation. Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

STRAIGHT BILL OF LADING - SHORT FORM

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number"

Date _____ Bill of Lading No. 232671

Shipper No. 7

Memorandum

Home Town (Name of Carrier) Carrier No. 3

TO Consignee <u>Home Town</u>		FROM Shipper <u>Carroll's Dr.</u>	
Street <u>1234 N. Main</u>		Street <u>433 N. Main</u>	
Destination <u>Home Town</u> Zip Code <u>70932</u>		Origin <u>Home Town, LA</u> Zip Code <u>70</u>	
Route <u>Home Town</u>	Vehicle No. <u>434</u>	SCAC	Emergency Response Phone Number <u>914</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(a) of National Motor Freight Classification, Item 380	Weight (Subject to Correction)*	Rate or Class	CHARGES
	<input checked="" type="checkbox"/>	<u>144 B67</u>	<u>Carroll's Dr.</u>	<u>7.000</u>		
		<u>144 W B32</u>				

* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____.

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.

(Signature of Consignor)

FREIGHT CHARGES
Check Appropriate Box:

Freight prepaid
 Collect

RECEIVED subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "HQ" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(11) (a) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.203(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.	The format and content of hazardous material is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172. Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203. Proper shipping name, hazardous class, UN identification number, packing group and subsidiary class(es).	Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code Sections 14706(c) (1)(A) and (B).
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SHIPPER <u>[Redacted]</u>	CARRIER _____
PER _____	PER _____

This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

STRAIGHT BILL OF LADING - SHORT FORM

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number"

Date _____ Bill of Lading No. 54

Memorandum

Shipper No. 4

(Name of Carrier)

Carrier No. 4

TO Consignee <u>Academy 1111</u>		FROM Shipper	
Street <u>1325</u>		Street <u>4</u>	
Destination <u>P.O. Box 1</u>		Origin <u>1</u>	
Route <u>1111 70</u>		Zip Code <u>70117</u>	
Vehicle No. <u>3183</u>		SCAC	
		Emergency Response Phone Number	

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 350	Weight (Subject to Correction)*	Rate or Class	CHARGES
		<u>474</u>				

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.

(Signature of Consignor)

RECEIVED subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading the property described above in apparent good order except as noted (contents and condition of contents of packages unknown) marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RD" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials the shipper's certification statement prescribed in section 172.204(e) of the Federal Regulations, as indicated on the Bill of Lading does apply unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous form list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172. Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203. Proper shipping name, hazardous class, UN identification number, packing group and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).

SHIPPER	CARRIER
PER	PER

This is to certify that the above named materials are properly classified, packaged, marked, and labeled and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.



1736 Lobdell Hwy, Port Allen, LA 70767 Phone (225) 346-5499 Fax (225) 346-6814

232197

Customer: _____

Date: 12-17-11

Ship To: _____

Shipper P.O. #: _____

Shipper P/U #: Box # 234173

P/U Location: Industrial Blvd

P.O. #: _____ Rel. #: _____

Special Instructions: _____

No. of units & container type	HM	I.D. Number	Materials Description Proper Shipping Name	Hazard Class or Description	Packing Group	Labels Required	Quantity Gallons or Weight
		NA1760	Compounds, cleaning liquid	8	PGI	Corrosive	
		UN1789	Hydrochloric acid	8	PGII	Corrosive	
		UN1824	Sodium hydroxide, solution (Caustic Soda)	8	PGII	Corrosive	
		UN1830	Sulfuric Acid	8	PGII	Corrosive	
		UN1814	Potassium Hydroxide Solution	8	PGII	Corrosive	
		N/A	Calcium Chloride Solution	N/A	N/A	N/A	
		UN1268	Petroleum Products, N.O.S.	3	3	Flammable	
		N/A	Crude Tail Oil Bulk CTO	N/A	N/A	N/A	

WEIGHT TICKETS: GROSS _____ TARE: _____ NET: _____

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED _____ STARTED LOADING _____ FINISHED LOADING _____

DELAYED _____ HOURS (SHIPPING INITIALS) _____ DUE TO _____

This is to certify that the materials named above are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Driver's Signature: _____

DELIVERY DATA: TIME ARRIVED _____ STARTED UNLOADING _____ FINISHED UNLOADING _____

DELAYED _____ HOURS (Consignee) _____ DUE TO _____

Driver's Signature _____ Consignee Signature _____

AUTHORIZATION TO UNLOAD
This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. Driver is authorized to unload.

X _____
RECEIVER'S SIGNATURE

CARRIER'S NAME _____
PICK UP DRIVER _____
TRUCK NO. _____
DELIVERY DRIVER _____
TRUCK NO. _____ TRAILER NO. _____

**For Hazardous Materials [or Dangerous Goods] Incident – Spill, Leak, Fire, Exposure, or Accident
Call CHEMTREC – 1-800-424-9300 / +1 703-527-3887 CCN821709**



232658

1736 Loddell Hwy, Port Allen, LA 70767 Phone (225) 346-5490 Fax (225) 346-6814

Customer: Covington Dock Venice LA
Ship To: Academy oil
1825 River Rd.
Berwick LA

Date: 12-17-11
Shipper P.O. #: _____
Shipper P/U #: 232658
P/U Location: 433rd Dermott Rd
Venice LA

P.O. #: _____ **Ref. #:** _____
Special Instructions: _____

No. of units & container type	HM	I.D. Number	Materials Description Proper Shipping Name	Hazard Class or Description	Packing Group	Labels Required	Quantity Gallons or Weight
		NA1760	Compounds, cleaning liquid	8	PGI	Corrosive	
		UN1789	Hydrochloric acid	8	PGII	Corrosive	
		UN1824	Sodium hydroxide solution (Caustic Soda)	8	PGII	Corrosive	
		UN1830	Sulfuric Acid	8	PGII	Corrosive	
		UN1814	Potassium Hydroxide Solution	8	PGII	Corrosive	
		N/A	Calcium Chloride Solution	N/A	N/A	N/A	
		UN1268	Petroleum Products, N.O.S.	3	3	Flammable	
		N/A	Crude Tall Oil Bulk CTO	N/A	N/A	N/A	
		<u>1267</u>	<u>Petroleum products</u>				<u>2700 gal</u>

WEIGHT TICKETS: GROSS _____ TARE _____ NET _____

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED _____ STARTED LOADING _____ FINISHED LOADING _____

DELAYED _____ HOURS (SHIPPING INITIALS) _____ DUE TO _____

This is to certify that the materials named above are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Driver's Signature _____

DELIVERY DATA: TIME ARRIVED _____ STARTED UNLOADING _____ FINISHED UNLOADING _____

DELAYED _____ HOURS (Consignee) _____ DUE TO _____

Driver's Signature _____ Consignee Signature _____

AUTHORIZATION TO UNLOAD
 This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. Driver is authorized to unload.
 X _____
 RECEIVING SIGNATURE

CARRIER'S NAME _____
 PICK UP DRIVER _____
 TRUCK NO. _____ TRAILER NO. _____
 DELIVERY DRIVER _____
 TRUCK NO. _____ TRAILER NO. _____

**For Hazardous Materials [or Dangerous Goods] Incident - Spill, Leak, Fire, Exposure, or Accident
 Call CHEMTREC - 1-800-424-9300 / +1 703-527-3887 CCN821709**



243464

Customer: _____ Date: _____
 Ship To: _____ Shipper P.O. #: _____
 _____ Shipper P/U #: _____
 _____ P/U Location: _____
 P.O. #: _____ Ref. #: _____
 Special Instructions: _____

No. of units & container type	HM	I.D. Number	Materials Description Proper Shipping Name	Hazard Class or Description	Packing Group	Labels Required	Quantity Gallons or Weight
		NA1760	Compounds, cleaning liquid	8	PGI	Corrosive	
		UN1789	Hydrochloric acid	8	PGII	Corrosive	
		UN1824	Sodium hydroxide, solution (Caustic Soda)	8	PGII	Corrosive	
		UN1830	Sulfuric Acid	8	PGII	Corrosive	
		UN1814	Potassium Hydroxide Solution	8	PGII	Corrosive	
		N/A	Calcium Chloride Solution	N/A	N/A	N/A	
		UN1268	Petroleum Products, N.O.S.	3	3	Flammable	
		N/A	Crude Tall Oil Bulk CTO	N/A	N/A	N/A	

WEIGHT TICKETS: GROSS _____ TARE _____ NET _____

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED _____ STARTED LOADING _____ FINISHED LOADING _____

DELAYED _____ HOURS (SHIPPING INITIALS) _____ DUE TO _____

This is to certify that the materials named above are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Driver's Signature _____ Shipper's Signature _____

DELIVERY DATA: TIME ARRIVED _____ STARTED UNLOADING _____ FINISHED UNLOADING _____

DELAYED _____ HOURS (Consignee) _____ DUE TO _____

Driver's Signature _____ Consignee Signature _____

AUTHORIZATION TO UNLOAD
 This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. Driver is authorized to unload.

X _____ DELIVERY DRIVER
 _____ RECEIVER'S SIGNATURE

CARRIER'S NAME _____
 PICK UP DRIVER _____
 TRUCK NO. _____
 TRUCK NO. _____ TRAILER NO. _____

**For Hazardous Materials [or Dangerous Goods] Incident – Spill, Leak, Fire, Exposure, or Accident
 Call CHEMTREC – 1-800-424-9300 / +1 703-527-3887 CCN821709**



1736 Loddell Hwy, Port Allen, LA 70767 Phone (225) 346-5490 Fax (225) 346-6814

232198

Customer: _____

Date: 12/28/17

Ship To: _____

Shipper P.O. #: _____

Shipper P/U #: _____

P/U Location: Millwood Park

P.O. #: _____ Rel. #: _____

Special Instructions: _____

No. of units & container type	HM	I.D. Number	Materials Description Proper Shipping Name	Hazard Class or Description	Packing Group	Labels Required	Quantity Gallons or Weight
		NA1760	Compounds, cleaning liquid	8	PGI	Corrosive	
		UN1789	Hydrochloric acid	8	PGII	Corrosive	
		UN1824	Sodium hydroxide, solution (Caustic Soda)	8	PGII	Corrosive	
		UN1830	Sulfuric Acid	8	PGII	Corrosive	
		UN1814	Potassium Hydroxide Solution	8	PGII	Corrosive	
		N/A	Calcium Chloride Solution	N/A	N/A	N/A	
		UN1268	Petroleum Products, N.O.S.	3	3	Flammable	
		N/A	Crude Tall Oil Bulk CTO	N/A	N/A	N/A	

WEIGHT TICKETS: GROSS _____ TARE: _____ NET: _____

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED _____ STARTED LOADING _____ FINISHED LOADING _____

DELAYED _____ HOURS (SHIPPING INITIALS) _____ DUE TO _____

This is to certify that the materials named above are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Driver's Signature _____ Shipper's Signature _____

DELIVERY DATA: TIME ARRIVED _____ STARTED UNLOADING _____ FINISHED UNLOADING _____

DELAYED _____ HOURS (Consignee) _____ DUE TO _____

Driver's Signature _____ Consignee Signature _____

AUTHORIZATION TO UNLOAD
This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product.
Driver is authorized to unload.
X _____
RECEIVER'S SIGNATURE

CARRIER'S NAME _____
PICK UP DRIVER _____
TRUCK NO. _____
DELIVERY DRIVER _____
TRUCK NO. _____ TRAILER NO. _____

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1736 Laddell Hwy, Port Allen, LA 70767 Phone (225) 346-5490 Fax (225) 346-6814

232659

Customer: Conwell Oil & Gas Services, L.L.C.

Date: 12-13-11

Ship To: 123 River Rd

Shipper P.O. #: _____

Bayou La Batre, LA

Shipper P/U #: 232659

Bayou La Batre, LA

P/U Location: 123 River Rd

P.O. #: _____ Rel. #: _____

Special Instructions: Deliver to Bayou La Batre, LA to be used in Bayou La Batre, LA

No. of units & container type	HM	I.D. Number	Materials Description Proper Shipping Name	Hazard Class or Description	Packing Group	Labels Required	Quantity Gallons or Weight
		NA1760	Compounds, cleaning liquid	8	PGI	Corrosive	
		UN1789	Hydrochloric acid	8	PGII	Corrosive	
		UN1824	Sodium hydroxide, solution (Caustic Soda)	8	PGII	Corrosive	
		UN1830	Sulfuric Acid	8	PGII	Corrosive	
		UN1814	Potassium Hydroxide Solution	8	PGII	Corrosive	
		N/A	Calcium Chloride Solution	N/A	N/A	N/A	
		UN1268	Petroleum Products, N.O.S.	3	3	Flammable	
		N/A	Crude Tail Oil Bulk CTO	N/A	N/A	N/A	
77	X	UN1268	Petroleum Products, N.O.S.	3	3	Flammable	

WEIGHT TICKETS: GROSS _____ TARE: _____ NET: _____

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED _____ STARTED LOADING _____ FINISHED LOADING _____

DELAYED _____ HOURS (SHIPPING INITIALS) _____ DUE TO _____

This is to certify that the materials named above are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Driver's Signature: _____

DELIVERY DATA: TIME ARRIVED _____ STARTED UNLOADING _____ FINISHED UNLOADING _____

DELAYED _____ HOURS (Consignee) _____ DUE TO _____

Driver's Signature: _____ Consignee Signature: _____

AUTHORIZATION TO UNLOAD
This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. Driver is authorized to unload.

X _____
RECEIVER'S SIGNATURE

CARRIER'S NAME _____
PICK UP DRIVER _____
TRUCK NO. _____
DELIVERY DRIVER _____
TRUCK NO. _____ TRAILER NO. _____

**For Hazardous Materials [or Dangerous Goods] Incident – Spill, Leak, Fire, Exposure, or Accident
Call CHEMTREC – 1-800-424-9300 / +1 703-527-3887 CCN821709**

Gibson Services, LLC



Gibson Services, LLC
40132 River Road
Boothville, LA 70038
(504) 534-7544

No: 1548

Truck Labor Ticket

Date: 12-18-19
Unit#: 8185

Driver: [Redacted]

Job Site: <u>Couville</u>		Disposal Site:	
Start Time: <u>11:30 am</u>	Job Site Arrival:	Job Site Departure:	
Disposal Site Arrival:	Disposal Site Departure:	End Time: <u>8:30 pm</u>	
<input type="checkbox"/> Helper _____ <input type="checkbox"/> Wash Out _____ <input type="checkbox"/> Hose _____ <input type="checkbox"/> Total Miles _____ <input type="checkbox"/> PPE _____ <input type="checkbox"/> Fuel _____ <input type="checkbox"/> Total Gallons/Barrels _____ <input type="checkbox"/> Miscellaneous _____ _____ _____ _____		<input type="checkbox"/> Description of Work _____ _____ _____ _____ _____ _____ _____	

Hours Billed: 9hr

Customer Signature: [Redacted]

Form-48, Inc #31136

Phase #2 Pump Out 7#

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY Venice, La. Couvillion Dock 12-08-19
 NAME OF VESSEL Chloe Candles DATE TRANSFER OPERATIONS STARTS

An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving persons in charge.
 Persons in charge indicate by a check (✓), in the appropriate spaces, that the specific requirement has been met.

VESSEL		FACILITY
<u>WT</u>	A. The mooring lings are adequate for all anticipated conditions.	<u>JRS</u>
<u>WT</u>	B. Cargo hoses and/or loading arms are long enough for intended use.	<u>JRS</u>
<u>WT</u>	C. Cargo hoses are adequately supported to prevent undue strain on the couplings.	<u>JRS</u>
<u>WT</u>	D. The transfer system is properly lined up for discharging or receiving oil. (Additional checks shall be performed each time a valve is repositioned.)	<u>JRS</u>
<u>WT</u>	E. Each flange connection on the cargo system not being used during the transfer operation is blanked or shut off.	<u>JRS</u>
<u>WT</u>	F. The cargo hoses and/or loading arms are connected to the manifolds using gaskets and a bolt in every other hole, (minimum of 4 bolts). Exception: Tanks without fixed loading systems per waiver from the Captain of the Port.	<u>JRS</u>
<u>WT</u>	G. The overboard or sea suction valves are sealed or lashed in the closed position.	<u>JRS</u>
<u>WT</u>	H. Adequate spill containments have been provided for couplings.	<u>JRS</u>
<u>WT</u>	I. All scuppers or other overboard drains are closed or plugged.	<u>JRS</u>
<u>WT</u>	J. A communications system is provided between the facility and the vessel.	<u>JRS</u>
<u>WT</u>	K. Emergency shutdown system is available and operable.	<u>JRS</u>
<u>WT</u>	L. Communication procedures are established and understood between persons in charge.	<u>JRS</u>
<u>WT</u>	M. Qualified and designated personnel are in charge and on duty at the terminal and vessel control stations.	<u>JRS</u>
<u>WT</u>	N. One person at the vessel control station is present who fluently speaks the language of the terminal control station.	<u>JRS</u>
<u>WT</u>	O. The owner of the cargo hoses will insure test requirements have been met and that the hose has no loose covers, kinks, bulges, soft spots or gouges, cuts and slashes which penetrate the hose reinforcement and that hoses are marked for identification and test data is maintained in a test log.	<u>JRS</u>
<u>WT</u>	P. Adequate lighting of the vessel and terminal work areas and manifold areas is provided.	<u>JRS</u>
<u>WT</u>	Q. Persons in charge have held a conference to assure the mutual understanding of the following transfer operations:	<u>JRS</u>
<u>WT</u>	... 1. Product identity to be transferred.	<u>JRS</u>
<u>WT</u>	... 2. Sequence of transfer operation.	<u>JRS</u>
<u>WT</u>	... 3. Transfer rate of flow.	<u>JRS</u>
<u>WT</u>	... 4. Name or title and location of each person participating in the transfer operation.	<u>JRS</u>
<u>WT</u>	... 5. Particulars of the transferring and receiving systems.	<u>JRS</u>
<u>WT</u>	... 6. Starting, stripping, topping and shutdown have been discussed and understood.	<u>JRS</u>
<u>WT</u>	... 7. Emergency procedures including notification, containment and cleanup of spills.	<u>JRS</u>
<u>WT</u>	... 8. Watch and shift arrangements.	<u>JRS</u>
<u>WT</u>	... 9. Notification before leaving stations.	<u>JRS</u>

The following items are to be filled out by Vessel personnel only.

- WT ... 1. Warning signs and read warning signals (35.35-30).
- WT ... 2. Repair work authorization (35.35-30).
- WT ... 3. Boiler and galley fires safety (35.35-30).
- WT ... 4. Fires or open flames (35.35-30).
- ... 5. Safe smoking space (35.35-30).

I certify that I have read, understand and agree with the foregoing as marked and agree to begin/continue the transfer operation.

PERSON IN CHARGE OF VESSEL	[Redacted]	PERSON IN CHARGE OF FACILITY	Signature	[Redacted]
			Title	[Redacted]
	Time <u>0600</u>		Date <u>12/8/19</u>	Time <u>0600</u>

The operator of each facility and the operator of each vessel shall retain a signed copy for at least a month.

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date: 12-8-19 Location: Couvillion Venice, LA

Facility/Vehicle Number: _____ Start Time: _____ End Time: _____

Vessel Name: Chloé cordis

Vessel Official Number: _____ Vessel Capacity (Total) (bbbls): _____

Product Transferred: Crude oil Est. Transfer Volume (bbbls): _____

Note For Emergency Notification Discharge amounts (Gallons):

Average most probable: _____

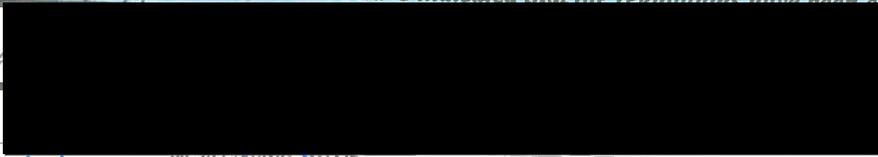
Maximum most probable: _____

Worst case discharge: _____

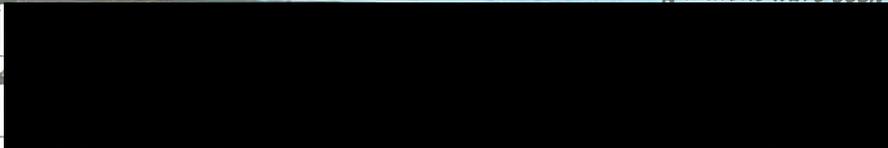
The following list refers to requirements set forth in detail in 33 CFR 156.150 and 46 CFR 35.35-30.

- The spaces on the left are to be reviewed by ALL PIC's involved in the transfer and checked in agreement.
- The right hand columns are to be initialed by the appropriate PIC and/or noted as not applicable with (N/A).
- Items on the list are provided to indicate that the detailed requirements have been met

<input checked="" type="checkbox"/>	TOPIC	PIC Delivering	PIC Receiving
	Verify PIC designation/qualification 33 CFR 154.710, 154.730, 154.740(b)	TS	JMS
	Person In Charge (PIC): In Immediate Vicinity and Available	TS	JMS
	Personnel: Capable/Unimpaired	TS	JMS
	Name, title and location of each person participating in the transfer operation	TS	JMS
	MC 20 Subsea Storage Offloading Operations & Maintenance Manual present with procedures and particulars of the transfer and receiving systems to be followed and verified with key personnel involved in these operations	TS	JMS
	Watch and shift arrangements discussed	TS	JMS
	Cargo is Authorized for transfer to or from tanks	TS	JMS
	Discuss if transfer will need to stopped to change tanks – supply or receiving facility	TS	JMS
	Discuss transfer rates and max allowable to receiving facility	TS	JMS
	(Facility/Vessel) properly vented (monitoring vacuum and positive tanks pressure)	TS	JMS
	Communications & No Language Barrier	TS	JMS
	§ Hoses and Connection - 33CFR 154.500		
	Nonmetallic hoses usable for oil or hazardous material service	TS	JMS
	Proper connections (must be one of the following):		
	Fusion 100 hammer union connections	TS	JMS
	Quick-disconnect coupling present on suction side of pump	TS	JMS
	Examine transfer hose markings or records.	TS	JMS
	Name of product handled; example "OIL SERVICE," or "HAZMAT SERVICE"	TS	JMS
	§ Examine Transfer Hose condition - 33CFR 156.170		
	No unrepaired kinks, bulges, soft spots, loose covers, other defects	TS	JMS
	No cuts, slashes, or gouges that penetrate the first layer of hose reinforcement	TS	JMS
	No external/internal deterioration	TS	JMS
	§ Emergency shutdown - 33CFR 156.170		
	Test emergency shutdown - 33CFR 154.550 - who controls the emergency shutdown	TS	JMS
	Communication system continuously operated.	TS	JMS
	Verify operating properly (Electric, pneumatic, or mechanical link to facility; electronic voice)	TS	JMS
	Record test info in physical information.	TS	JMS
	§ Examine closure device - 33CFR 154.520		
	Verify enough to blank off ends of each hose /loading arm not connected for transfer	TS	JMS
	§ Inspect Small Discharge Containment - 33CFR 154.530		
	Inspect handling area and verify capacity (not less than 5 gallons).	TS	JMS

<i>Pre-Transfer Conference and Agreement (Continued)</i>			
<input checked="" type="checkbox"/>	TOPIC	PIC Delivering	PIC Receiving
§ Inspect discharge containment equipment for oil & hazardous liquids - 33CFR 154.545			
	Verify booming for oil or hazmat transfer (if required by COTP).	TS	JMS
	Verify adequate amount of equipment and/or absorbent material for initial response	TS	JMS
	Inspect condition of response equipment stored on facility (if applicable).	TS	JMS
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	TS	JMS
	Verify means of deployment.	TS	JMS
§ Means of Communication - 33 CFR 154.560			
	Verify continuous two-way voice communication between vessel and facility PICs.	TS	JMS
Communications must meet the following requirements...			
Portable Radio:			
	IF Flammable or Combustible Liquids		
	1. Marked or documented as intrinsically safe.	TS	JMS
	2. Certified as intrinsically safe by national testing labor certification organization.	TS	JMS
Voice			
	1. Be audible.		
	Test communications. SAT <input type="checkbox"/> UNSAT <input type="checkbox"/>	TS	JMS
§ Inspect lighting systems - 33 CFR 154.570			
	Verify portable lighting for operations between sunrise and sunset (if applicable).	TS	JMS
	At transfer operations work areas for facility and vessel	TS	JMS
	At transfer connection points for facility and vessel	TS	JMS
	Verify sufficient number or fire extinguishers.	TS	JMS
	Verify protective equipment is ready to operate.	TS	JMS
	Verify warning signs are adequate.	TS	JMS
§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCEDURES §			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures		
	Require vessel personnel to use the transfer procedures for each transfer operation		
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		
	Legibly printed language(s) understood by personnel engaged in transfer operation		
	Permanently posted or available and used by members of crew engaged in transfer operation		
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)		
	Arrangements to monitor draft marks during transfer		
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow		
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system		
	Adequate containment on the vessel at loading or discharge connection		
	Drains, Scuppers and overboard discharges closed		
	The number of persons required to be on duty during transfer operations;		
	Procedures for emptying discharge containment system required by §§155.310 and 155.320		
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material		
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785		
	Procedures for topping off tanks		
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		
<i>I do certify that I have personally inspected this facility or vessel with reference to the requirements aforementioned and that I have indicated that the regulations have been complied with if applicable.</i>			
		12-8-19	TIME
		DATE	
		12-8-19	TIME
		DATE	
	TRANSFER COMPLETED:		
		AMOUNT (GALLONS)	DATE
			TIME

(FORM UPDATED April 15 2019)

<i>Pre-Transfer Conference and Agreement (Continued)</i>			
<input checked="" type="checkbox"/>	TOPIC	PIC Delivering	PIC Receiving
§ Inspect discharge containment equipment for oil & hazardous liquids - 33CFR 154.545			
	Verify booming for oil or hazmat transfer (if required by COTP).	TS	JMS
	Verify adequate amount of equipment and/or absorbent material for initial response	TS	JMS
	Inspect condition of response equipment stored on facility (if applicable).	TS	JMS
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	TS	JMS
	Verify means of deployment.	TS	JMS
§ Means of Communication - 33 CFR 154.560			
	Verify continuous two-way voice communication between vessel and facility PICs.	TS	JMS
Communications must meet the following requirements...			
Portable Radio:			
	IF Flammable or Combustible Liquids	TS	JMS
	1. Marked or documented as intrinsically safe.	TS	JMS
	2. Certified as intrinsically safe by national testing labor certification organization.	TS	JMS
Voice			
	1. Be audible.	TS	JMS
	Test communications. SAT <input type="checkbox"/> UNSAT <input type="checkbox"/>	TS	JMS
§ Inspect lighting systems - 33 CFR 154.570			
	Verify portable lighting for operations between sunrise and sunset (if applicable).	TS	JMS
	At transfer operations work areas for facility and vessel	TS	JMS
	At transfer connection points for facility and vessel	TS	JMS
	Verify sufficient number or fire extinguishers.	TS	JMS
	Verify protective equipment is ready to operate.	TS	JMS
	Verify warning signs are adequate.	TS	JMS
§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCEDURES §			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures		
	Require vessel personnel to use the transfer procedures for each transfer operation		
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		
	Legibly printed language(s) understood by personnel engaged in transfer operation		
	Permanently posted or available and used by members of crew engaged in transfer operation		
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)		
	Arrangements to monitor draft marks during transfer		
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow		
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system		
	Adequate containment on the vessel at loading or discharge connection		
	Drains, Scuppers and overboard discharges closed		
	The number of persons required to be on duty during transfer operations;		
	Procedures for emptying discharge containment system required by §§155.310 and 155.320		
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material		
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785		
	Procedures for topping off tanks		
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		
<p><i>I do certify that I have personally inspected this facility or vessel with reference to the requirements aforementioned and that I have indicated that the regulations have been complied with if applicable.</i></p>			
		12-8-19	TIME
		12-8-19	TIME
<p>TRANSFER COMPLETED:</p>			
<p>AMOUNT (GALLONS)</p>		<p>DATE</p>	<p>TIME</p>

Phase #2 Pump Off #7

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer

12/08/19

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>
APPLICABLE REGULATION / SOPS / ALERTS		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)		
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____
		<input checked="" type="checkbox"/> Leather Steel Toe Boots
		<input type="checkbox"/> Disposable boot covers
		<input type="checkbox"/> Neoprene Steel Toe Boots
		<input checked="" type="checkbox"/> Gloves: _____
		<input checked="" type="checkbox"/> PFD / Work vest
		<input type="checkbox"/>
		<input type="checkbox"/>

JOB HAZARD ANALYSIS

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities Personnel do not stop work when hazards are identified Personnel do not report injuries, illnesses, near misses or incidents 	<ul style="list-style-type: none"> The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard Personnel will be instructed to report any injuries, illnesses, near misses or incidents
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel 	<ul style="list-style-type: none"> Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas. All equipment will be inspected for current certifications, testing and serviceable working condition prior to work Personnel will be pre-selected to perform tasks based on verified competency
3. Vehicle movements	<ul style="list-style-type: none"> Personnel, equipment or hoses struck or crushed by moving vehicles or equipment Vehicles not inspected prior to movements. Unsafe for travel. Unsecured items create dropped object or road hazards. 	<ul style="list-style-type: none"> Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. Vehicles will be inspected by drivers prior to travel and after travel for potential damage. Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> Personnel struck by thrown lines or caught in "line of fire". Personnel pinched or crushed during vessel movements. Personnel fall into the water. Man overboard. 	<ul style="list-style-type: none"> When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V. When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	<ul style="list-style-type: none"> Personnel crushed or pinched while connecting transfer hoses. Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses Slip/trip/fall hazards while working 	<ul style="list-style-type: none"> Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back Observe good housekeeping and maintain situational



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
		<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p>
<p>6. Working in potentially hazardous atmospheres</p>	<ul style="list-style-type: none"> • Personnel exposed to hazards related to hazardous atmospheres. • Ignition sources create potential for explosive conditions • Personnel not equipped to suppress incipient fire 	<ul style="list-style-type: none"> • Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated • A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
<p>7. Energizing pneumatic equipment</p>	<ul style="list-style-type: none"> • Personnel injured when struck by hoses or pressure during hose connection or fitting failure. • Air leaks or blowout causing pressure related injuries. • Hearing loss/injury due to noise levels above 85 decibels 	<ul style="list-style-type: none"> • All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. • Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. • Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
<p>8. Transfer of recovered crude oil</p>	<ul style="list-style-type: none"> • Personnel contacted by crude oil spray or environmental release. • Overfilling tank resulting in spills • Personnel overcome by potentially hazardous vapors 	<ul style="list-style-type: none"> • All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. The DOI Declaration of Inspection will be completed prior to operations. • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
<p>9. Transfer of oil into transporter</p>	<ul style="list-style-type: none"> • Personnel contacted by crude oil spray or environmental release • Overfilling transportation vessel resulting in spills • Personnel overcome by potentially hazardous vapors • Fall hazards present if personnel are working above 6 feet 	<ul style="list-style-type: none"> • All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are

Phase #2 Pump off #7

 Form 8.1.7	SAFETY MANAGEMENT SYSTEM	 Revision: 08/2019
	Site Specific Safety Plan Project Name: MC20 Recovered Crude Oil Transfer	

NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS	
Shore side NRC Project Manager	
Director of Marine Ops	
Director of Operations	
NRC HSEQ Manager	
NRC HSEQ Director	
Hospital / Medical Intervention	Plaquemines Medical Center – Port Sulfur, La (504) 564-3344

Date: 12/19/2019	Start Time: 0600	Job Number: 19-0192
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- Land Emergency Response
 Marine Emergency Response
 Land Service
 Marine Service

SITE DESCRIPTION / WORK SUMMARY

The site is the Couvillion Dockside Facility located at 433 McDermott Rd., Venice, La.

NRC will facilitate removing recovered crude oil from the well located at MC20 project. The M/V Chbec has been collecting crude oil from the location and storing it on Marine Portable Tanks (MPTs) located on her deck. The M/V cc will be moored to the dock at the above location and transfer the recovered crude from the MPTs on her deck to double walled frac tanks on the dockside.

Once the frac tanks on the Couvillion docks are ready for transfer the crude will then be transferred into bulk transporter trailers to be sent to its final destination.

SCOPE OF WORK

The M/V cc will send a 100' section of 3-inch petroleum duty hose to the dock where it will be connected to the hoses leading to a properly rated and tested manifold. The manifold has one inlet and three outlets. Each outlet will be fitted with a 3-inch transfer hose and affixed to the frac tanks. Once the connections are secured and the declaration of inspection (DOI) is complete, the M/V cc will transfer the crude oil in her tanks using a 4-inch pneumatic diaphragm pump. As the frac tanks near capacity the dockside operator will open the next manifold valve and close the active one. This process will continue until all three frac tanks are at capacity. Once the transfer is complete a 1-inch airline with the proper fitting will be given to the M/V's crew to send compressed air up the hose to "blow down" any residual product left in the hoses to ensure no product is spilled when the hoses are disconnected.

After the crude oil sits in the frac tank at the Couvillion Dock for 12 to 24 hours the crude oil will be pumped using a 3-inch pneumatic diaphragm pump to transport trailers to be sent to final destination.

ACADIANA OIL & ENVIRONMENTAL CORPORATION

P. O. Box 9088 - New Iberia, LA 70562
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

14244

Date 12-18 20 19

Operator Covillian Lease No.

C	G						
---	---	--	--	--	--	--	--

Lease Name Truck #1

Field _____

Gauge	OIL LEVEL		
	FEET	INCHES	
1st	08	08	3
2nd	09	01	2

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.						SIZE
6	2	0	0	6		12,500

EST. GROSS GALLONS @ °F

Serial Numbers	OLD	NEW

OBSERVED GRAVITY 27 @ 62 °F

PERCENT BS & W 1 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED 12:52 AM PM

TIME DEPARTED 1:50 AM PM

DELIVERY STATION Berwick

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F

1st

2nd

GROSS BARRELS 138.39

X FACTOR .9892

NET BBL. PER RUN TIC 136.90

TEMP. FACTOR .9992 x BS & W FACTOR .9900 = X FACTOR .9892

GROSS	OPEN	DRIVER
TARE		OPERATOR'S WITNESS
NET		

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	<u>136.90 BBL</u>
<u>BS&W</u>			<u>1.38</u>
<u>Temp. Deduct</u>			<u>0.11</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

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P. O. Box 9088 • New Iberia, LA 70562
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

14245

Date 12-17 20 19

Operator Couillion Lease No.

C	G								
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Lease Name Truck #2

Field _____

G A U G E	OIL LEVEL			
	FEET		INCHES	
1st	0	9	0	1
				2
2nd	0	9	0	3
				7
				8

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.				SIZE
6	2	0	6	12,500

EST. GROSS GALLONS	@	°F
--------------------	---	----

SERIAL NUMBERS			
OLD			
NEW			

OBSERVED GRAVITY	<u>25</u>	@	<u>60</u>	°F
PERCENT BS & W	<u>1</u>	%	TEMPERATURE OF OIL IN TANK	°F

LOG NUMBER _____

TIME ARRIVED 4:45 AM PM

TIME DEPARTED 5:10 AM PM

DELIVERY STATION Beauvic

OFFICE USE ONLY	
GRAVITY CORR TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>69.19</u>
X FACTOR	<u>.9900</u>
NET BBL PER RUN TIC.	<u>68.50</u>

TEMP FACTOR	x	BS & W FACTOR	=	X FACTOR
<u>1.000</u>		<u>.9900</u>		<u>.9900</u>

GROSS	O P E N	[REDACTED]
TARE		
NET	C L O S E	DRIVER <input checked="" type="checkbox"/>
		OPERATOR'S WITNESS _____

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	<u>68.46 BBLS</u>
<u>BS&W</u>			<u>0.69</u>
<u>Temp Deduct</u>			<u>0.00</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

ASADIANA OIL & ENVIRONMENTAL CORPORATION

P. O. Box 9088 • New Iberia, LA 70562
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

14246

Date 12-17 20 19

Operator Covillion Lease No.

C	G								
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Lease Name Truck #3

Field Venice, LA

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st	0	9	0	3
				7
2nd	0	9	0	8
				7
				8

BS&W LEVEL		TANK TEMP
FT	INCHES	

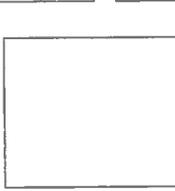
TANK NO.	SIZE
62006	12,500

EST GROSS GALLONS @ °F

OLD	NEW

OBSERVED GRAVITY 25 @ 60 °F
PERCENT BS & W 1 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER
TIME ARRIVED 6:55 AM PM
TIME DEPARTED AM PM



OFFICE USE ONLY

GRAVITY CORR TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>145.68</u>
X FACTOR	<u>.9900</u>
NET BBLS PER RUN TIC	<u>144.22</u>

DELIVERY STATION Berwick

TEMP FACTOR <u>1.000</u>	x	BS & W FACTOR <u>.9900</u>	=	X FACTOR <u>.9900</u>
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GROSS	OPEN	
TARE		
NET	CLOSE	OPERATOR'S WITNESS

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	<u>144.22 BBLS</u>
<u>BS&W</u>			<u>1.46</u>
<u>Temp Deduct</u>			<u>0.00</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

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337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

14248

Date 12-18 20 19

Operator Couillion Lease No.

C	G						
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Lease Name Truck #4

Field _____

GAUGE	OIL LEVEL				BS&W LEVEL			TANK TEMP	
	FEET		INCHES		FT.	INCHES			
1st	09	00	4						
2nd	09	05	2						

TANK NO.	SIZE	EST. GROSS GALLONS	@	°F
62006	12,500			

OLD	NEW	SERIAL NUMBERS	OBSERVED GRAVITY	TEMPERATURE OF OIL IN TANK
			27 @ 63 °F	
			PERCENT BS & W	1 %

LOG NUMBER	TIME ARRIVED	TIME DEPARTED	DELIVERY STATION	OFFICE USE ONLY
	12:06 AM	12:52 AM	Berwick	GRAVITY CORR. TO 60 °F
				1st
				2nd
				GROSS BARRELS
				3
				X FACTOR
				.9888
				NET BBL PER RUN TIC
				136.84

TEMP FACTOR	BS & W FACTOR	X FACTOR
.9988	.9900	.9888

GROSS	OPEN	
TARE		
NET	CLOSE	
		DRIVER
		OPERATOR'S WITNESS

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	136.84 BBLs
BS&W			1.38
Temp. Product			0.16

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

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337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

14248

Date 12-18 20 19

Operator Cowillion Lease No.

C	G						
---	---	--	--	--	--	--	--

Lease Name Truck #5

Field _____

G A G E	OIL LEVEL			
	FEET		INCHES	
1st	09	05	1	2
2nd	09	10	1	2

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.				SIZE
6	2	0	0	12, Sep

EST GROSS GALLONS	@	°F
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SERIAL NUMBERS			
OLD			
NEW			

OBSERVED GRAVITY	<u>25</u>	@	<u>65</u>	°F
PERCENT BS & W	<u>710</u>	%	TEMPERATURE OF OIL IN TANK	°F

LOG NUMBER	
TIME ARRIVED	<u>1:22</u> <u>AM</u> <u>PM</u>
TIME DEPARTED	<u>2:10</u> <u>AM</u> <u>PM</u>
DELIVERY STATION	<u>Berwick</u>

OFFICE USE ONLY	
GRAVITY CORR TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>145.67</u>
X FACTOR	<u>.9910</u>
NET BBL PER RUN TIC	<u>144.36</u>

TEMP FACTOR	x	BS & W FACTOR	=	X FACTOR
<u>.9980</u>		<u>.9930</u>		<u>.9910</u>

GROSS	O P E N	DRIVER
TARE		
NET		OPERATOR'S WITNESS <u>/</u>

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	<u>144.36 BBLs</u>
<u>BS & W</u>			<u>1.02</u>
<u>Temp. Deduct</u>			<u>0.29</u>

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TRANSPORT MANIFEST

Lease Run Ticket

14249

Date 12-18 20 19

Operator Couville Lease No.

C	G								
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Lease Name Truck # 6

Field

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st	09	10	2	1
2nd	10	03	8	3

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.	SIZE
62006	12,500

EST GROSS GALLONS @ °F

OLD	NEW	SERIAL NUMBERS

OBSERVED GRAVITY 25 @ 65 °F
PERCENT BS & W 7/10 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER
TIME ARRIVED 3:36 AM/PM
TIME DEPARTED 4:30 AM/PM
DELIVERY STATION Berwick

OFFICE USE ONLY	
GRAVITY CORR TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>142.03</u>
X FACTOR	<u>.9910</u>
NET BBL PER RUN TIC	<u>140.75</u>

TEMP FACTOR .9980 x BS & W FACTOR .9930 = X FACTOR .9910

GROSS	OPEN	[REDACTED]
TARE		
NET	CLOSE	DRIVER <u>[Signature]</u>
		OPERATOR'S WITNESS

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	<u>140.75 BBLs</u>
<u>BS & W</u>			<u>0.99</u>
<u>Temp. Deduct</u>			<u>0.28</u>

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337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

14250

Date 12-18 20 19

Operator Couvillion Lease No.

C	G								
---	---	--	--	--	--	--	--	--	--

Lease Name Truck #7

Field _____

GAGE	OIL LEVEL			
	FEET		INCHES	
1st	10	03	3	8
2nd	10	05		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.
62006

SIZE
12,500

EST GROSS GALLONS	@	°F
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SERIAL NUMBERS	
OLD	
NEW	

OBSERVED GRAVITY	<u>24</u>	@	<u>62</u> °F
PERCENT BS & W	<u>7 1/4%</u>	TEMPERATURE OF OIL IN TANK	°F

LOG NUMBER	
TIME ARRIVED	AM PM
TIME DEPARTED	AM PM



OFFICE USE ONLY	
GRAVITY CORR TO 60 °F	
1st	
2nd	

DELIVERY STATION Berwick

GROSS BARRELS	<u>47.35</u>
X FACTOR	<u>.9922</u>
NET BBL PER RUN TIC	<u>46.98</u>

TEMP FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>.9992</u>		<u>.9930</u>		<u>.9922</u>

GROSS	OPEN	
TARE	CLOSE	
NET	OPERATOR'S WITNESS	

PROPER SHIPPING NAME	HAZARD CLASS	I.D. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	III 3	UN 1267	<u>46.98 BBLs</u>
<u>BS&W</u>			<u>0.33</u>
<u>Temp. Deduct</u>			<u>0.04</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".