



Couvillion Group, LLC
MC 20 Hydrocarbon Pump-Off #12 Results Report

Document #: Couv-MC20-O&M-RPT-DOC-00039

2/20/2020

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Revision	Date	By	Check	Approve	Remarks
0	2/20/2020				Initial Document

Summary:

Couvillion Group's Rapid Response Collection System initiated its twelfth collection cycle on 12/31/2020 and completed the cycle on 1/30/2020 resulting in a collection duration of 29.8 days. Using the OSV Brandon Bordelon the collected hydrocarbon fluid recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Venice, Louisiana. Vessel to Dockside Transfer commenced on 2/1/2020, with 722.5 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping. Over the next 11-day period water separated from the oil and was collected in the bottom of the frac tank.

On the morning of 2/12/2020 Couvillion Group confirmed the initial measurement of 722.5 bbl of hydrocarbon that remained in tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1-3, a total of 55.7 bbl of water was decanted and sent to the residual tank for further separation and in turn was sent to E.R.R Evergreen LLC. in Belle Chasse, La. A gross total of 585.6 bbl of fluids according to NRC strapping measurements was sent to Acadian oil using tank trucks from frac tanks 1-3. After temperature and BS&W deductions a net total of 528.8 bbl of oil was transferred from tanks 1-3 in the Venice Yard to the Acadiana Oil Company in Berwick, Louisiana. After frac tank 1-3 processing was completed a total of 87.5 bbl of residuals were transferred from frac tanks 1-3 to the residual tank. Total fluid reconciliation for frac tanks 1-3 was within 0.9%.

Upon final processing of frac tanks 1-3 Couvillion Group proceeded with processing the 4th frac tanks which is referred to as the residual tank. The residual tank had an initial volume of 265.8 bbl of hydrocarbon fluids which was increased to 353.3 after adding the 87.5 bbl of residuals from frac tanks 1-3. A total of 117.1 bbl of water was decanted out of the frac tank and sent to E.R.R Evergreen LLC in Belle Chasse, La for disposal via vac truck. A gross total of 108.2 bbl of hydrocarbons were sent via tank truck to Acadiana Oil Company in Berwick, La. After temperature and BS&W deductions a net quantity of 101.3 bbl of oil was processed at Acadiana Oil Company. After the decanting and oil transfers there was a total of 121.7 bbl of residuals left in frac tank 4. Total fluid reconciliation for the residual tank was within -1.8%.

The gross total of fluids sent to Acadiana Oil Company during this processing campaign from frac tank 1-4 is 693.8 bbl (585.6 bbl from pumpoff 12 108.2 bbl from the residual tank). After Temperature and BS&W deductions total fluids sent to Acadiana Oil Company during this transfer campaign totals to 630.1.

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 Brandon Bordelon OSV moved in place on location at MC20 on 1/28/2020 at 1500 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 0015 hrs on 1/30/2020 and ended at 1740 on 1/30/2020. 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 725.4 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 Brandon Bordelon arrived at the Couvillion Dock in Venice, Louisiana on 1/31/2020. On the morning of 2/1/2020 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 Brandon Bordelon 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 722.5 bbl.** With dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of 11 days before transfer of the oil from the frac tanks to tank trucks. On 2/11/2020, 49.1 bbl of water that had separated from the oil in the frac tanks was sent to tank 4. On 2/12/2020 2.7 bbl of water was decanted from tanks 1-3 and sent to tank 4. After a final decant on 2/13/2020 a quantity 3.9 bbl of water was removed from the tanks a sent to the fourth frac tank. The water decanted from tanks 1-3 totals 55.7 bbls. 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. During this pump off cycle the residual tank was processed and recycled. This is the third time that the residual tank has been processed and offloaded to Acadiana. Results are shown in the Total Fluid Reconciliation Table.

Dockside Frac Tanks to Truck Transfers

On the morning of 2/12/2020 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 120.8 bbl of hydrocarbon fluids. The second truck received 102.1 bbl of hydrocarbon fluid and the third truck of the day was loaded with 99.0 bbl of hydrocarbon fluids. The second day of frac tank to tank truck transfers began on 2/13/2020 at 06:30. The first truck was loaded with 149.5 bbl, and the second truck was loaded with 114.2 bbl. At this time an NRC representative and a Couvillion Representative double checked all strap measurements in the trucks, and residual left in the frac tanks. 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.

On the Morning of 2/17/2020 Residual tank processing commenced. This month the residual tank processing consisted of two vac trucks for water and one tank truck for oil. In conjunction with residual tank processing, tanks 1-3 were cleaned by NRC employees. All hydrocarbon waste that collected in the bottoms of tanks 1-3 over time were sent for disposal. On 2/17/2020 a water vac truck was loaded with 93.6 bbl of fluids for disposal. Additionally, a tank truck was loaded with 108.2 bbl of hydrocarbon fluid for processing at Acadiana Oil in Berwick, La. On 2/18/2020 a final decant of 23.5 bbl of water was sent to a vac truck. This vac truck was also loaded with the collected solids from the cleaning of tanks 1-3, the truck was then sent for disposal at E.R.R Evergreen in Belle Chasse, La.

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 tank strap level. This gross fluid value is corrected for temperature, specific gravity and BS&W content to determine the net oil value that is recorded. This process is repeated for each truck offload.

Summary Tally and Running Totals:

The tables below show an oil tally, a total fluid reconciliation and a flow rate calculation. In total 722.5 bbl of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported 693.8 bbl to the Acadiana Oil Company (includes residual tank volume) site which netted out 630.1 bbl of crude oil. From a total fluid reconciliation standpoint, measurement at different site locations were within 0.9% for frac tanks 1-3 and -1.8% for the residual tank. The calculated flow rate during the 29.8-day collection cycle offshore was 17.7 bbl/day or 745.3 gallon/day. **As of the end of this pump off campaign 320,012.7 gallons of salvaged crude oil has been contained from the MC-20 site.**

Oil Tally

Oil Tally	Date	Total Fluid Transfer by C/press (bbt)	Total Fluid Frac Tank Strap by NRC (bbt)	% Diff	Truck 1			Truck 2			Truck 3			Truck 4			Total Net Oil (bbt)	Running Total Net Oil (bbt)
					Total Fluids to Acadiana NRC Strap (bbt)	Total Fluid at Acadiana by strap (bbt)	% Diff	Total Fluids to Acadiana NRC Strap (bbt)	Total Fluid at Acadiana by strap (bbt)	% Diff	Total Fluids to Acadiana NRC Strap (bbt)	Total Fluid at Acadiana by strap (bbt)	% Diff	Total Fluids to Acadiana NRC Strap (bbt)	Total Fluid at Acadiana by strap (bbt)	% Diff		
Pump Off #1	4/28/2019	220.0	215.7	-2.0	113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6					187.4	187.4
Pump Off #2	5/6/2019	246.3	223.5	-10.2	101.3	102.0	-0.7	99.7	82.8	83.8	-1.2	81.9					181.6	369.0
Pump Off #3	5/13/2019	335.0	331.2	-1.1	103.2	89.1	13.7	82.9	126.4	136.4	-7.9	132.1					181.6	664.8
Pump Off #4	5/16/2019	901.7	905.5	0.4	139.4	145.8	-4.6	143.0	138.7	139.4	-0.5	137.4					295.7	960.5
Pump Off #5	6/19/2019	1200.2	1196.6	-0.3	137.7	136.2	1.1	113.0	140.7	141.4	-0.5	139.4					295.7	1256.2
Pump Off #6	6/20/2019	848.0	874.6	3.0	48.5	47.1	2.8	44.6	105.6	105.6	-4.5	104.2					295.7	1550.4
Pump Off #7	7/31/2019	891.9	880.4	-1.3	139.2	138.3	0.6	133.7	142.7	150.0	-5.1	146.5					295.7	1696.9
Pump Off #8	8/1/2019	790.9	787.4	-0.4	139.1	145.7	-4.7	135.1	140.7	138.4	1.6	131.9					295.7	1992.6
Pump Off #9	8/2/2019	848.0	874.6	3.0	99.8	112.9	-13.1	111.0	101.1	105.6	-4.5	104.2					295.7	2288.3
Pump Off #10	8/26/2019	891.9	880.4	-1.3	141.7	138.4	2.3	134.6	140.3	145.7	-3.8	140.6					295.7	2584.0
Pump Off #11	8/27/2019	891.9	880.4	-1.3	140.5	138.4	1.5	135.5	137.2	142.0	-3.5	139.1					295.7	2979.7
Pump Off #12	9/23/2019	891.9	880.4	-1.3	138.0	134.7	2.4	132.4	144.3	151.8	-5.2	148.9					295.7	3275.4
Pump Off #13	9/24/2019	891.9	880.4	-1.3	144.4	142.0	1.7	139.1	143.7	138.4	3.7	135.5					295.7	3571.1
Pump Off #14	10/21/2019	790.9	787.4	-0.4	149.9	131.0	9.0	129.1	154.3	151.9	1.5	149.7					295.7	3866.8
Pump Off #15	10/22/2019	790.9	787.4	-0.4	137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6					295.7	4162.5
Residual Tank	10/23/2019		205.1														295.7	4458.2
Pump Off #9	11/11/2019	772.3	757.8	-1.9	142.3	156.5	-10.0	136.6	143.8	131.0	8.9	128.8					295.7	4753.9
Pump Off #10	11/19/2019				145.6	145.6	0.0	143.6	93.1	94.6	-2.8	93.3					295.7	5049.6
Pump Off #11	11/20/2019				142.0	138.4	2.5	136.9	71.4	69.2	3.1	68.5					295.7	5345.3
Pump Off #12	12/17/2019	940.7	942.8	0.2	146.4	138.4	5.5	136.8	144.3	145.7	-1.0	144.4					295.7	5641.0
Pump Off #13	12/18/2019				128.7	131.1	-1.9	128.3	128.0	131.1	-2.4	129.3					295.7	5936.7
Pump off #14	1/9/2020	697.7	691.0	-1.0	79.4	91.0	-14.6	90.0	93.6	91.1	1.6	90.0					295.7	6232.4
Residual Tank	1/10/2020				141.9	142.0	-0.1	140.0									295.7	6528.1
Residual Tank	1/8/2020																295.7	6823.8
Pump Off #12	2/12/2020	725.4	722.5	-0.4	120.8	123.8	-2.45	115.8	102.1	101.9	0.2	100.4					295.7	7119.5
Pump Off #13	2/13/2020				149.5	160.2	-7.16	154	114.2	101.92	10.8	61.1					295.7	7415.2
Pump Off #14	2/17/2020				108.2	105.6	2.403	101.3									295.7	7710.9
Pump Off #15	2/18/2020																295.7	8006.6

Total Fluid Reconciliation

	Date	Total Fluid Frac Tank Strap at Venice by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1	Truck 2	Truck 3	Truck 4	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
				Total Fluids to Acadiana NRC Frac Strap (bbl)						
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	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	0.0	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	0.0 140.6 0.0	0.0 144.1 0.0	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	142.7 140.7 101.0	146.0	138.0	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 *	138.0 144.4	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	32.0	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	142.0 146.4	71.4 144.3	146.4 144.0	47.4	73.9	393.2 556.0 949.2	0.7
Pump Off #11	1/9/2020 1/10/2020	691.0	39.2	128.7 79.4	128.0 92.6	129.8		72.7	498.4 172.0	
Residual Tank	1/8/2020 PO11: Total	307.0	81.5	141.9				121.7	345.1 1015.5	1.8
Pumpoff #12	2/11/2020 2/12/2020 2/13/2020 PO12: Total	722.5	49.1 2.7 3.9	120.8 149.5	102.1 114.2	99.0		87.5 *	49.1 324.6 355.1 728.8	0.9
Residual tank	2/17/2020 2/18/2020 Resid Total	265.8	93.6 23.5	108.2				121.7	201.8 145.2 347	-1.8

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
Collection Duration for 11th Trip	12/6/2019	10:25	12/31/2019	22:25	25.5	567.2	22.2	934.2 gallons/day
Collection Duration for 12th Trip	12/31/2019	22:25	1/30/2020	17:50	29.8	528.8	17.7	745.3 gallons/day

Totals for pumpoff 1-12

	Bbl	Gal
Net Oil collected"	7619.4	320012.7
Total Oily fluids collected in:	8011.6	336485.5

Appendix 1

MC20 Product Removal and Transportation with Completed Documentation

Phase #2 Pump Off #9



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

Date: 2-1-2020

Time Transfer Ended: 1130

	Column A	Column B	Column C	Column D	Column E
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100
Tank 1	0	port - 365.3	268.2	268.2	
Tank 2	0	starboard - 360.1	128.7	128.7	
Tank 3	0		325.6	325.6	
Total	0	725.4	722.5	722.5	-0.4%

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

Sign-off by: USCG Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 01Feb20
 Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2/1/2020
 Cypress Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2/1/2020
 NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2/01/2020

Phase #2 Pump Off #9

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

Date: 2-12-2020

Time: 0600

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	268.2	234.3	231.6	2.7
Tank 2	128.7	128.7	128.7	0
Tank 3	325.6	315.9	315.9	0
Total	722.5	678.9	676.2	2.7

Sign-off by: USCG Rep (optional) Signed Name: _____

Printed Name: _____

Date: 12 FEB 2020

Couvillion Rep Signed Name: _____

Printed Name: _____

Date: 2-12-2020

NRC Rep Signed Name: _____

Printed Name: _____

Date: 2/12/2020

Phase #2 Pump Off #9

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 2-12-2020

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	4079	2-12-20	AOC	120.8 bbl		
2	RJ's	7348	2-12-20	AOC	102.1 bbl		
3	RJ's	5153	2-12-20	AOC	99.0 bbl		
Total Volumes Shipped by Gallons/bbls					321.9		

End of Shipments date: 2-12-2020

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

Printed Name

Date: 12 FEB 2020

Couvillion Rep

Signed Name:

Printed Name

Date: 2-12-2020

NRC Rep

Signed Name:

Printed Name

Date: 2-12-2020

Phase #2 Pump Off #9



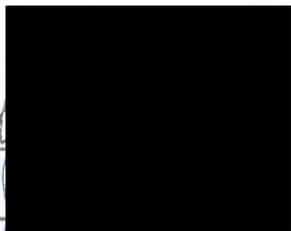
Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

Date: 2-12-2020

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	231.6
Tank 2	26.6
Tank 3	96.1

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

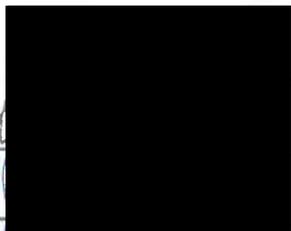


Printed Name

Date: 12 FEB 2020

Couvillion Rep

Signed Name:

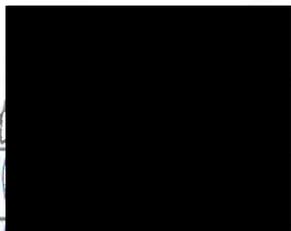


Printed Name

Date: 2-12-2020

NRC Rep

Signed Name:



Printed Name

Date: 2-12-2020

Phase #2 Pump Off '9

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

Date: 2-13-2020

Time: 0600

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	268.2	232.4	228.5	3.9
Tank 2	128.7	26.6	26.6	0
Tank 3	325.6	96.1	96.1	0
Total	722.5	355.1	351.2	3.9

Sign-off by: USCG Rep (optional) Signed Name: _____

Printed Name: _____

Date: 2-13-2020

Couvillion Rep Signed Name: _____

Printed Name: _____

Date: 2-13-2020

NRC Rep Signed Name: _____

Printed Name: _____

Date: 2-13-2020

Phase 2 Pump U# 4



Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 2-13-2020

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	7348	2-13	AOC	149.5		
2	RJ's	5153	2-13	AOC	114.2		
Total Volumes Shipped by Gallons/bbls					263.7		

End of Shipments date: 2-13-2020

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

Printed Name

Date: 2-13-2020

Couvillion Rep

Signed Name:

Printed Name

Date: 2-13-2020

NRC Rep

Signed Name:

Printed Name

Date: 2-13-2020

Phase 2 Pumpout # 9



Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

Date: 2-13-2020

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	33.2
Tank 2	26.6
Tank 3	27.7

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

Printed Name

Date: 2-13-2020

Couvillion Rep

Signed Name: [Redacted]

Printed Name

Date: 2-13-2020

NRC Rep

Signed Name: [Redacted]

Printed Name

Date: 2-13-2020

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 2-13-2020

	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	232.4	228.5	3.9
Tank 2	26.6	26.6	0
Tank 3	96.1	96.1	0

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	33.2
Tank 2	26.6
Tank 3	27.2

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

Printed Name

Date: 2-13-2020

Couvillion Rep Signed Name

Printed Name

Date: 2-13-2020

NRC Rep Signed Name

Printed Name

Date: 2-13-2020

House #2 Pump Off #9



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

Date: 2-17-2020

Time: _____

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				
Tank 2				
Tank 3				
Tank 4		265.8	172.2	93.6
Total		265.8	172.2	93.6

Sign-off by: USCG Rep (optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-17-2020

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-17-2020

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-17-2020

Phase #2 Pump Off #9



Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 2-17-2020

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	BS'S	434	2-17	AOC	108.2		
Total Volumes Shipped by Gallons bbls					108.2		

End of Shipments date: 2-17-2020

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-17-2020

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-17-2020

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-17-2020

1 N730 - 2 Temp 011 #4



Couvillion Group, LLC

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 2-17-2020

	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 - Colum using Strap Measurement bbl
Tank 1			
Tank 2			
Tank #4	265.8	172.2	93.6

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	
Tank 2	
Tank #4	57.7

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

Printed Name

Date: 2-17-2020

Couvillion Rep Signed Name

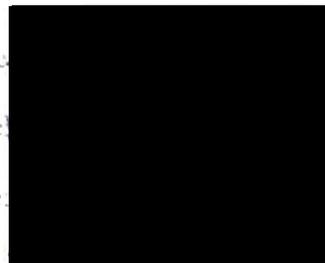
Printed Name

Date: 2-17-2020

NRC Rep Signed Name

Printed Name

Date: 2-17-2020



Phase 2 Pump Out



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

Date: 2-18-2020

Time: 0700

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				
Tank 2				
Tank 3				
Tank 4	145.2	145.2	121.7	23.5
Total				

Sign-off by: USCG Rep (optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-18-2020

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-18-2020

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-18-2020

Misc & Temp UH - 1



Attachment C: WASTE MANAGEMENT TRACKING FORM Transportation Tracking of Petroleum Contaminated Solids

Manifest Number	Transporter	Shipment Date	Receiving Facility	Manifested Volume (Yard) BBL	Scaled Weight (Lb)	Comments (Box Numbers, etc.)
L	Legacy	2-18-2020	Evergreen IERR	45.2 bbl		oil sludge pressure washed into a liquid and was transported into a vacuum truck as a liquid, roughly 2-3" of sludge in each tank (tanks 1-3)

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-18-2020

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-18-2020

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 2-18-2020

Phase #2 Pump Out #4



Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 2-18-2020 residual Tank processing (Tank 4)

	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			
Tank 2			
Tank X4	145.2	121.7	23.5

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	
Tank 2	
Tank X4	121.7

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



Printed Name

Date: 2-18-2020

Covillion Rep Signed Name:

Printed Name

Date: 2-18-2020

NRC Rep Signed Name:

Printed Name

Date: 2-18-2020

Appendix II

NRC Waste Handling Documentation

Phase #2 Pump Off #9

 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	[Redacted]
Director of Marine Ops	[Redacted]
Director of Operations	[Redacted]
NRC HSEQ Manager	[Redacted]
NRC HSEQ Director	[Redacted]
Hospital / Medical Intervention	Plaquemines Medical Center – Port Sulfur, La (504) 564-3344

02-01-2020

Date: 1/2019	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 Docks 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 BB has been collecting crude oil from the location and storing it on Marine Portable Tanks (MPTs) located on her deck. The M/V BB 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 BB 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 BB 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.



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ 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



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.

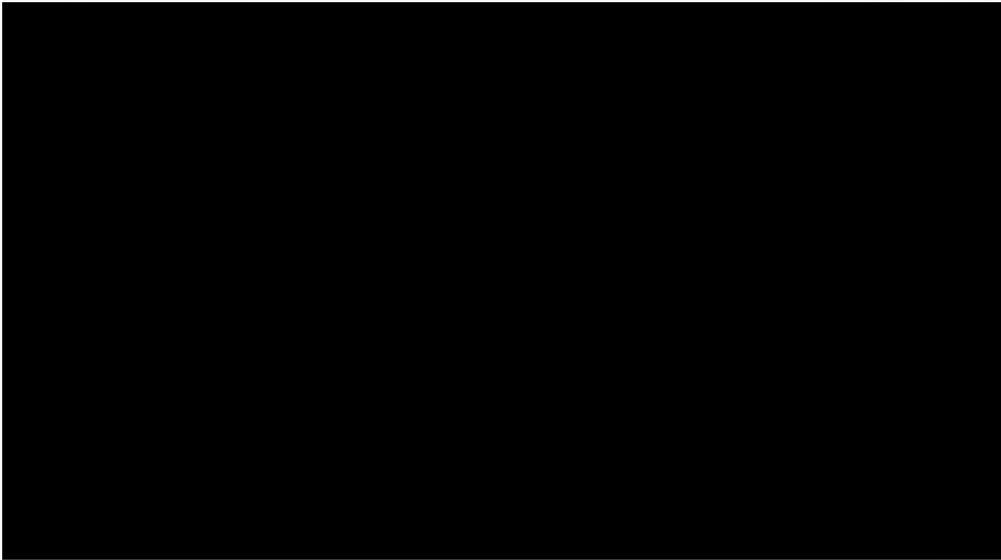
REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date

ACKNOWLEDGEMENT

Employee Name	Signature	Date
		2-1-20
		2-1-20
		2-1-20

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



	<p align="center">2-1-20</p>
	<p align="center">2-1-20</p>
	<p align="center">2-1-20</p>

2-1-2020
2/1/20

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2/1/2020

2/1/2020
2/1/2020

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

EQUIPMENT

- Air Compressor (One aboard the M/V BB -- One on Couvillion Properties)
- 4-inch pneumatic diaphragm pumps
- Petroleum Duty transfer hoses rated and inspected accordingly
- Safety Clips for Cam-lock connections and Chicago fittings
- Containment pans for diaphragm pumps and each hose connection (on the deck of the M/V as well as the Couvillion Dock)
- Sorbent pads / Polly to wrap around each hose connection as spill prevention
- Whip Checks for each air line connection coming from the air compressor
- Intrinsically safe handheld VHF radios (Means of Communication between PIC of vessel and PIC of dock)

ATTACHMENTS

Attachment	TITLE	Attachment	TITLE
A	Safety Data Sheets	F	Diagram of dock layout
B	SMS 8.1.5 Dailly Safety Meeting form - Maritime		
C	SMS 13.2 Respiratory Protection		
D	Incident / Near Miss / RCA		
E	DOI		

Phase #2 Pump Off #9

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 2-13-2020

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

① Job Steps	② Potential Hazards	③ 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



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
				2-13-2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date

2-13-2020



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

		02-13-2020

02/01/2020

Phase # 2

Pump off 9

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	

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

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● 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



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Job Hazard Analysis

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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
				2/18/2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
		2-12-2020
		2-12-2020
		2-12-2020
		2-12-2020



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Job Hazard Analysis

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		2-12-2020
		02-12-2020



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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

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● 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

Employee Name	Signature



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

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2.17.20

Phase #2 Pump Off #9

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 2/18/2020

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

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● 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

	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 2/18/2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
		02-18-2020

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date: 2-1-20	Location: Venice, La		
Facility/Vehicle Number:		Start Time	End Time
Vessel Name: Barendson Boudeloo			
Vessel Official Number:		Vessel Capacity (Total) (bbls):	
Product Transferred: Crude oil		Est. Transfer Volume (bbls):	

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

Pre-Transfer Conference and Agreement (Continued)

<input checked="" type="checkbox"/>	<u>TOPIC</u>	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).	TJ	TM
	Verify adequate amount of equipment and/or absorbent material for initial response	TJ	TM
	Inspect condition of response equipment stored on facility (if applicable).	TJ	TM
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	TJ	TM
	Verify means of deployment.	TJ	TM
§ Means of Communication - 33 CFR 154.560			
	Verify continuous two-way voice communication between vessel and facility PICs.	TJ	TM
Communications must meet the following requirements...			
Portable Radio:			
	IF Flammable or Combustible Liquids	TJ	TM
	1. Marked or documented as intrinsically safe.	TJ	TM
	2. Certified as intrinsically safe by national testing labor certification organization.	TJ	TM
Voice			
	1. Be audible.	TJ	TM
	Test communications. SAT <input type="checkbox"/> UNSAT <input type="checkbox"/>	TJ	TM
§ Inspect lighting systems - 33 CFR 154.570			
	Verify portable lighting for operations between sunrise and sunset (<i>if applicable</i>).	TJ	TM
	At transfer operations work areas for facility and vessel	TJ	TM
	At transfer connection points for facility and vessel	TJ	TM
	Verify sufficient number or fire extinguishers.	TJ	TM
	Verify protective equipment is ready to operate.	TJ	TM
	Verify warning signs are adequate.	TJ	TM
§ 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 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.			
		2-1-20	TIME
		DATE	
		2-1-20	TIME
		DATE	

TRANSFER COMPLETED:

AMOUNT (GALLONS)

DATE

TIME

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY <u>Venice, Wc. / Couvillion Dock</u>	DATE TRANSFER OPERATIONS STARTS <u>02/01/2020</u>
NAME OF VESSEL <u>Brandon Boudalou</u>	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>TS</u>	A. The mooring lings are adequate for all anticipated conditions.	<u>TM</u>
<u>TS</u>	B. Cargo hoses and/or loading arms are long enough for intended use.	<u>TM</u>
<u>TS</u>	C. Cargo hoses are adequately supported to prevent undue strain on the couplings.	<u>TM</u>
<u>TS</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>TM</u>
<u>TS</u>	E. Each flange connection on the cargo system not being used during the transfer operation is blanked or shut off.	<u>TM</u>
<u>TS</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>TM</u>
<u>TS</u>	G. The overboard or sea suction valves are sealed or lashed in the closed position.	<u>TM</u>
<u>TS</u>	H. Adequate spill containments have been provided for couplings.	<u>TM</u>
<u>TS</u>	I. All scuppers or other overboard drains are closed or plugged.	<u>TM</u>
<u>TS</u>	J. A communications system is provided between the facility and the vessel.	<u>TM</u>
<u>TS</u>	K. Emergency shutdown system is available and operable.	<u>TM</u>
<u>TS</u>	L. Communication procedures are established and understood between persons in charge.	<u>TM</u>
<u>TS</u>	M. Qualified and designated personnel are in charge and on duty at the terminal and vessel control stations.	<u>TM</u>
<u>TS</u>	N. One person at the vessel control station is present who fluently speaks the language of the terminal control station.	<u>TM</u>
<u>TS</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>TM</u>
<u>TS</u>	P. Adequate lighting of the vessel and terminal work areas and manifold areas is provided.	<u>TM</u>
<u>TS</u>	Q. Persons in charge have held a conference to assure the mutual understanding of the following transfer operations:	
<u>TS</u>	...1. Product identity to be transferred.	<u>TM</u>
<u>TS</u>	...2. Sequence of transfer operation.	<u>TM</u>
<u>TS</u>	...3. Transfer rate of flow.	<u>TM</u>
<u>TS</u>	...4. Name or title and location of each person participating in the transfer operation.	<u>TM</u>
<u>TS</u>	...5. Particulars of the transferring and receiving systems.	<u>TM</u>
<u>TS</u>	...6. Starting, stripping, topping and shutdown have been discussed and understood.	<u>TM</u>
<u>TS</u>	...7. Emergency procedures including notification, containment and cleanup of spills.	<u>TM</u>
<u>TS</u>	...8. Watch and shift arrangements.	<u>TM</u>
<u>TS</u>	...9. Notification before leaving stations.	<u>TM</u>

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

- TS ...1. Warning signs and read warning signals (35.35-30).
- TS ...2. Repair work authorization (35.35-30).
- TS ...3. Boiler and galley fires safety (35.35-30).
- TS ...4. Fires or open flames (35.35-30).
- TS ...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		PERSON IN CHARGE OF FACILITY	Signature
			Title
	Time <u>0610</u>		Date <u>2-1-2020</u>

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

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22001

EMERGENCY RESPONSE CONTACT:

ES & H

985-851-5055

Date 2-12 20 20

Operator Couillion Lease No.

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

Lease Name Truck #1

Field _____

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st	05	08		1
				2
2nd	06	00		3
				4

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.	SIZE
62006	13,500

EST. GROSS GALLONS @ °F

LOG	OLD	NEW

OBSERVED GRAVITY 24 @ 72 °F
PERCENT BS & W 6 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER _____
TIME ARRIVED 1:56 AM
TIME DEPARTED 2:33 AM

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

DELIVERY STATION Berwick

GROSS BARRELS 123.76
X FACTOR .9355
NET BBL PER RUN TIC 115.98 BBL

TEMP. FACTOR <u>.9952</u>	x	BS & W FACTOR <u>.9400</u>	=	X FACTOR <u>.9355</u>
---------------------------	---	----------------------------	---	-----------------------

GROSS	OPEN	[REDACTED]
TARE		
NET		
	CLOSE	DRIVER
		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>115.98 BBL</u>
	<u>BS&W</u>			<u>7.43</u>
	<u>Temp. Product</u>			<u>0.56</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".

Shipper: [REDACTED] Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22002

EMERGENCY RESPONSE CONTACT:

E S & H
985-851-5055

Date 2-12- 20 20

Operator Couillior Lease No.

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

Lease Name Truck #2

Field _____

G A U G E	OIL LEVEL				BS&W LEVEL			TANK TEMP	
	FEET		INCHES		FT.	INCHES			
1st	06	00		3					
2nd	06	04		4					

TANK NO.	SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS	
OLD	
NEW	

OBSERVED GRAVITY 24 @ 72 °F
PERCENT BS & W 1 % 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 101.92
X FACTOR .9852
NET BBL PER RUN TIC 100.42

TEMP FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>.9952</u>		<u>.9900</u>		<u>.9852</u>

GROSS	OPEN	DRIVER
TARE	CLOSE	OPERATOR'S WITNESS
NET		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>100.42 BBLs</u>
	<u>BS&W</u>			<u>1.02</u>
	<u>Temp. Deduct</u>			<u>0.48</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.

Shipper: [REDACTED] Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22003

EMERGENCY RESPONSE CONTACT:

E S & H
985-851-5055

Date 2-12 2020

Operator Covillion Lease No.

C	G								
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Lease Name Truck # 3.

Field _____

G A U G E	OIL LEVEL			
	FEET		INCHES	
1st	06	04	4	1
2nd	06	07	4	3

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO. <u>62006</u>	SIZE <u>12,500</u>
--------------------------	-----------------------

EST. GROSS GALLONS @ °F

OLD					
NEW					

OBSERVED GRAVITY 24 @ 70 °F

PERCENT BS & W 4 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER		OFFICE USE ONLY
TIME ARRIVED	AM PM	GRAVITY CORR TO 60°F
TIME DEPARTED	AM PM	1st
		2nd

DELIVERY STATION Berwick

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>.9960</u>		<u>.9600</u>		<u>.9562</u>

GROSS BARRELS	<u>101.92</u>
X FACTOR	<u>.9562</u>
NET BBLS PER RUN TIC	<u>97.45</u>

GROSS	OPEN	[REDACTED]
TARE	CLOSE	
NET	OPERATOR'S WITNESS	

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>97.45 BBLS</u>
	<u>BS & W</u>			<u>4.08</u>
	<u>Temp. Decket</u>			<u>0.39</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".

Shipper: [REDACTED] Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22004

EMERGENCY RESPONSE CONTACT:

E S & H
985-851-5055

Date 2-13 20 20

Operator Couillion Lease No.

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

Lease Name Truck #1

Field _____

G A U G E	OIL LEVEL			
	FEET		INCHES	
1st	06	07	3	4
2nd	07	01	1	4

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 24 @ 62 °F

PERCENT BS & W 3.8 % 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 Burnside

GROSS BARRELS 160.2
X FACTOR .9612

TEMP FACTOR .9992 X BS & W FACTOR .9620 = X FACTOR .9612

NET BBL PER RUN TIC 153.99

GROSS	O P E N	DRIVER
TARE		
NET		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBL
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>153.99 BBL</u>
	<u>BS&W</u>			<u>6.09</u>
	<u>Temp. Deduct</u>			<u>0.12</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".

Shipper: _____ Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22005

EMERGENCY RESPONSE CONTACT:

E S & H
985-851-5055

Date 2-13 2020

Operator Covillion Lease No.

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

Lease Name Truck #2

Field _____

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st	07	01	4	
2nd	07	04	4	

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.	SIZE
62006	12,500

EST. GROSS GALLONS @ °F

OLD	NEW				

OBSERVED GRAVITY 20 @ 62 °F
PERCENT BS & W 40 % 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 101.92
X FACTOR .59952
NET BBLS PER RUN TIC 61.10

TEMP FACTOR .9992 x BS & W FACTOR .6000 = X FACTOR .59952

GROSS	OPEN	
TARE	CLOSE	
NET	OPERATOR'S WITNESS	

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>61.10331</u>
	<u>BS&W</u>			<u>40.7</u>
	<u>Temp. Deduct</u>			<u>.12</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".

Shipper: _____ Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

P.O. Box 6085 • New Iberia, LA 70564
337-360-5530

TRANSPORT MANIFEST

Leaded Gasoline

14389

Date **2-17-20**

Company **Cowillion**

Leaded Gas

0	0						
---	---	--	--	--	--	--	--

Location Name **Cowillion**

Product **Venice Ga**

INCHES	OIL LEVEL	
	FEET	INCHES
1st	07	04 1/2
2nd	07	08 1/8

WT	RESIDUAL LEVEL		TEMP
	INCHES		

TANK NO	SIZE
62006	12500

EST. GROSS WEIGHT

NO.	DATE	TIME	TEMP

EST. GROSS CAPACITY **24.66**
PERCENTAGE OF OIL **38**
TEMPERATURE OF OIL **38**

VEHICLE NUMBER
TANK NUMBER
TANK CAPACITY
TANK WEIGHT

EST. GROSS WEIGHT TO GO
EST. NET WEIGHT TO GO

DESTINATY **Berwick La**

GROSS WEIGHT **105.59**
NET WEIGHT **95.97**
NET WEIGHT PER GALLON **101.33**

TEMP FACTOR **.9976**
CORRECTION FACTOR **.9620**
NET WEIGHT **95.97**

CLASS	HAZ	HAZ	HAZ

PROPER SHIPPING NAME	HAZARD CLASS	LD. NUMBER	TOTAL QUANTITY
PETROLEUM CRUDE OIL	3	UN 1201	101.33
		BS	4.01
		Temp	.26

"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"

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: 11-20-02

Bill of Lading No. 246735

Memorandum

RS - Transpac

Shipper No. 1/2

Carrier No. 1/1

(Name of Carrier)

TO: Consignee <u>Academy</u>		FROM: Shipper <u>Transpac</u>	
Street <u>12th St</u>		Street <u>433 N. ...</u>	
Destination <u>Br...</u>		Origin <u>W...</u>	
Route: <u>11th St</u>		Vehicle No. <u>41079 / 715</u>	SCAC
No. Shipping Units	+HM	Kind of Packaging, Description of Articles, Special Marks and Exceptions	Emergency Response Phone Number <u>1-800-233-2320</u>
<u>1</u>	<input checked="" type="checkbox"/>	<u>11A: 267 Pallets - ...</u>	Weight (Subject to Connection) <u>7000 lbs</u>
			Rate or Class
			CHARGES

* 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."	HEMIT 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 \$ <u> </u> per <u> </u>	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, 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 assignee.

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 172.201(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 <u>D.H. ...</u>	CARRIER
PER <u>...</u>	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 2-12-2020

Bill of Lading No. 240881

Memorandum

RS, Inc.

Shipper No. 2

Carrier No. 2

(Name of Carrier)

TO: Consignee Academy of Comp. FROM: Shipper RS, Inc.

Street 1425 N. ... Street 730 ...

Destination Bo. ... Zip Code 76312 Origin Vo. ... Zip Code 761

Route: High 70 Vehicle No. 734514, 6 SCAC _____ Emergency Response Phone Number _____

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
1	X	UN1267 Petroleum Crude Oil, 3, P911	69,000		

*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 COLLECT \$ _____ 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.

(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, 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 color 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, unless a different certification is required, shall be as follows: "I certify that the property described above is properly classified, packaged, marked, and labeled, and that the necessary 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."

SHIPPER: _____
PER: _____

Note: Liability limitation for loss or damage in this shipment.



U.S. Department of Transportation

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 2-12-2020

Bill of Lading No. 2451

Memorandum

RJ's Transp. (Name of Carrier)

Shipper No. 3

Carrier No. 3

TO: Consignee <u>Acad. v. OI Corp.</u>		FROM: Shipper <u>COMB. Deck</u>	
Street <u>1825 R. ...</u>		Street <u>433 ...</u>	
Destination <u>Baltimore, MD</u>		Zip Code <u>70342</u>	Origin <u>Virginia, VA</u>
Route: <u> Hwy 70</u>		Vehicle No. <u>5153/424</u>	SCAC
No. Shipping Units <u>99.0</u>		Emergency Response Phone Number <u>150513</u>	
+HM <u>X</u>		Kind of Packaging, Description of Articles, Special Marks and Exceptions <u>11N1267 Petrols, Crude Oil, ...</u>	
Weight [Subject to Correction]* <u>63,000</u>		Rate or Class	
CHARGES			

*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 in all or any of said property, 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)(iv) 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 regulations applies to the 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).

SHIPPER	CARRIER
PER	PER

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 2-13-2010

Bill of Lading No. 24-605

Memorandum

12 lbs. 1-oz.

Shipper No. 2

Carrier No. 2

(Name of Carrier)

TO Consignee <u>Academy of Sciences</u>		FROM: Shipper <u>Academy of Sciences</u>	
Street <u>137 R...</u>		Street <u>433 M. de ... Rd</u>	
Destination <u>13-...</u>		Origin <u>Verona</u>	
Route <u> Hwy 90</u>		Zip Code <u>70071</u>	
Vehicle No. <u>434</u>		SCAC	
Emergency Response Phone Number <u>1 888 2 11 2525</u>			

No. Shipping Units	+HM	Kind of Packaging Special Marks and Exceptions	Description of Articles <small>Commodities requiring special or additional care or attention in handling or stowage 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.</small>	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>13</u>	<u>X</u>	<u>UN 1367</u>	<u>...</u>	<u>6,900</u>		
<u>1142</u>		<u>114.266</u>	<u>...</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 the column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) [e] 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 <u>D. ...</u>	CARRIER
PER <u>...</u>	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 7-7-70

Bill of Lading No. 224634

Memorandum

R I T

Shipper No. 1

Carrier No. 1

(Name of Carrier)

TO: Consignee A FROM: Shipper Crown

Street 1522 R - E Street 43rd St

Destination 11 Zip Code 70001 Origin 11 Zip Code 11

Route: 11 Vehicle No. 434 SCAC 11 Emergency Response Phone Number 11

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>103.2</u>	<u>X</u>	<u>11/1367 157</u> <u>103.2 bbl</u> <u>Crude oil</u>	<u>6600</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 11 C.O.D. Amt. \$ 11 C.O.D. FEE: PREPAID COLLECT \$ 11 TOTAL CHARGES: \$ 11

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 \$ 11 per 11

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:
 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(b)(1) [a] 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 carrier 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 D. L. R. 11 CARRIER 11
PER 11 PER 11

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.



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

245684

Customer: Couville's Duck

Date: 05-13-08

Ship To: Acadiana Oil

Shipper P.O. #: 0114717

1875 River Rd

Shipper P/U #: _____

Port Allen, LA

P/U Location: Couville's Duck

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

Special Instructions: _____

413 McWilliams Rd
Venice, LA 70459

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: _____

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.

RECEIVER'S SIGNATURE

CARRIER'S NAME: RJ
PICK UP DRIVER: FRANK ALLEN
TRUCK NO. _____ TRAILER NO. 434
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



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

240884

Customer: _____

Ship To: _____

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

Special Instructions: _____

Date: _____

Shipper P.O. #: _____

Shipper P/U #: _____

P/U Location: _____

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) JB DUE TO _____

This is to certify that the materials named above are properly classified, described, packaged, marked and labeled and are in conformity with 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. _____ 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**



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

246735

Customer: _____

Date: _____

Ship To: _____

Shipper P.O. #: _____

Shipper P/U #: _____

P/U Location: _____

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. _____ 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**



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

240885

Customer: _____

Ship To: _____

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

Date: _____

Shipper P.O. #: _____

Shipper P/U #: _____

P/U Location: _____

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) 13 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. _____ 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**



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

245685

Customer: William Deak

Date: 07-13-2010

Ship To: Acadiana Oil

Shipper P.O. #: 0174719

1500 River Rd

Shipper P/U #: _____

Port Allen, LA

P/U Location: William Deak

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

Special Instructions: _____

Acadiana Oil
1500 River Rd
Port Allen, LA 70767

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) DB 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. _____ 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**



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

224639

Customer: Covillion

Date: 2-17-20

Ship To: Androm oil
1825 River Rd.
Berwick LA

Shipper P.O. #: _____

Shipper P/U #: 0217

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

P/U Location: Covillion Dr. Berwick LA

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>77</u>	<u>X</u>		<u>crude oil</u>				<u>1006.6</u>

WEIGHT TICKETS: GROSS _____ TARE: _____ NET: 65,005

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED 8:00 AM STARTED LOADING _____ FINISHED LOADING 12:35 PM

DELAYED _____ HOURS (SHIPPING INITIALS) 13 DUE TO Waiting to get loaded

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 12:35 PM

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. 434 TRAILER NO. 427
DELIVERY DRIVER DeWayne James
TRUCK NO. 434 TRAILER NO. 427

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



224639

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

Customer: Covillion

Date: 2-17-20

Ship To: Androm oil
1825 River Rd.
Berwick, LA.

Shipper P.O. #: _____

Shipper P/U #: 0217

P/U Location: Covillion Port & Vessel, LA
423 M. W. Smith Rd.
Vermilion, LA.

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	
<u>T.T.X</u>			<u>Crude oil</u>				<u>1000 lbs.</u>

WEIGHT TICKETS: GROSS _____ TARE: _____ NET: 65,000

TANK WASH REQUIRED: YES _____ NO _____

LOADING DATA: TIME ARRIVED 8:00 AM STARTED LOADING _____ FINISHED LOADING 12:35 PM

DELAYED _____ HOURS (SHIPPING INITIALS) 13 DUE TO Waiting to get loaded

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 12:33 PM

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 DeWayne James
TRUCK NO. 439 TRAILER NO. 427

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

LEGACY

INDUSTRIES

Day | Date: Mon - 02-17-2020

Ticket No: _____

WORK ORDER FROM:

PO NUMBER _____

COMPANY LEGACY

CONTACT NAME [REDACTED]

TITLE Sup

ADDRESS 308 ST. GEORGE AVE
NEW ORLEANS, LA. 70121

PHONE 504-900-1194

FAX _____

EMAIL _____

JOB SITE:

JOB NRC CRUDE OIL

JOB SITE VENICE, LA.

CONTACT NAME [REDACTED]

TITLE _____

ADDRESS _____

PHONE 985-502-7190

FAX _____

EMAIL _____

TRANSPORTATION:

DRIVER [REDACTED]

SUPERVISOR _____

HELPER _____

TRCK NO | TRCK SIZE 6797 | 190 BRL

TOTAL GALLONS | BARRELS _____

DISPOSAL SITE _____

WASH OUT SITE _____

TIME: (Military)

SHOP : DEPART @ 0500

JOB SITE : ARRIVE @ 0700 DEPART @ 1130

DISPOSAL/RECYCLE : ARRIVE @ _____ DEPART @ _____

CLEAN OUT : ARRIVE @ _____ DEPART @ _____

_____ : ARRIVE @ _____ DEPART @ _____

SHOP : ARRIVE @ _____

TOTAL TIME _____

DESCRIPTION OF WORK: RECOVER OILY WATER FROM FRAC TANK TRANSPORT TO EVERGREEN FOR DISPOSAL

AUTHORIZED CUSTOMER REPRESENTATIVE SIGNATURE: [REDACTED] DATE: 2/11/2020

PRINT NAME: [REDACTED] TITLE: Regional Manager

LEGACY

INDUSTRIES

Day/Date: TUES 02-18-2020

Ticket No: _____

WORK ORDER FROM:

PO NUMBER _____

COMPANY LEGACY

CONTACT NAME 

TITLE _____

ADDRESS 308 ST GEORGE AVE.

NEW ORLEANS LA 70121

PHONE 24-900-1171

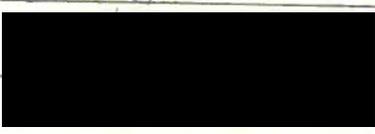
FAX _____

EMAIL _____

JOB SITE:

JOB NRC CRUDE OIL

JOB SITE VENICE LA

CONTACT NAME 

TITLE _____

ADDRESS _____

PHONE 985-502-7190

FAX _____

EMAIL _____

TRANSPORTATION:

DRIVER 

SUPERVISOR _____

HELPER _____

TRCK NO | TRCK SIZE 6797 | 190BBL

TOTAL GALLONS | BARRELS _____

DISPOSAL SITE _____

WASH OUT SITE _____

TIME: (Military)

SHOP : DEPART @ 0500

JOB SITE : ARRIVE @ 0700 DEPART @ 1230

DISPOSAL/RECYCLE : ARRIVE @ _____ DEPART @ _____

CLEAN OUT : ARRIVE @ _____ DEPART @ _____

_____ : ARRIVE @ _____ DEPART @ _____

SHOP : ARRIVE @ _____

TOTAL TIME _____

DESCRIPTION OF WORK: RECOVER OILY WASH WATER FROM FRAC TANK
TRANSPORT TO EVERGREEN FOR DISPOSAL.

AUTHORIZED CUSTOMER REPRESENTATIVE SIGNATURE: _____

DATE: 2-18-2020

PRINT NAME: _____

TITLE: Manager

NON-HAZARDOUS MANIFEST

GENERATOR

Generator USCG Section 111A I.D. # USCG
 Address 200 HENRIE ST Shipping Location EVERGREEN LLC
NEW ORLEANS LA 70114 Address 433 M. DEBOUT ST VENICE LA
 Phone 504-622-0114 Phone 504-912-0476

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type
<u>DIRTY WATER</u>		<u>3951.2</u>	<u>GALLON</u>	<u>9 GAL VAC</u>

SHIPPING SEAL NUMBERS

--	--	--	--

All entry points must have a seal. Without seal shipment will be returned.

I HEREBY CERTIFY THAT THE ABOVE DESCRIBED MATERIALS ARE NOT HAZARDOUS WASTES AS DEFINED BY 40 CFR, PART 261 OR ANY APPLICABLE STATE LAW, HAVE BEEN FULLY AND ACCURATELY DESCRIBED, CLASSIFIED AND PACKAGED AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO APPLICABLE REGULATIONS.

[Redacted Signature]

Generator Authorized Agent Name (Print) _____ Signature _____ Delivery Date _____

TRANSPORTER

Transporter Name LEFFLY Driver Name [Redacted]
 I.D. # 1-27-324670 Truck Number 6797
 Address 308 ST. DENIS AVE Truck Type 9 GAL VAC
NEW ORLEANS LA 70114

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS FOR TRANSPORT FROM THE GENERATOR SITE LISTED ABOVE.

I HEREBY ACKNOWLEDGE THAT THE ABOVE DESCRIBED MATERIALS WERE RECEIVED FROM THE GENERATOR SITE WERE TRANSPORTED WITHOUT INCIDENT TO THE DESTINATION LISTED BELOW.

Driver Signature _____ Shipment Date _____ Driver Signature _____ Delivery Date _____

DESTINATION

I.D. Number LA 0125750 Time In _____ Time Out _____
 Site Name Belle Chasse Outfall #001 Phone Number (504) 554-9285 (504) 512-1039
 Address 9875 Hwy 23 South, Belle Chasse, LA 70037

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS.

Authorized Agent Name (Print) _____ Signature _____ Receipt Date _____
White - Original **Canary - Disposer Retain** **Pink - Transporter Retain** **Gold - Generator Retain**

NON-HAZARDOUS MANIFEST

GENERATOR

Generator USCG Sector NOLA I.D. # USCG
 Address 200 HENRI ST Shipping Location EVERGREEN LLC
NEW ORLEANS LA 70114 Address 45 MS DEARMOTT P. VERMILION
 Phone 504-623-0114 Phone 504-312-0716

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type
<u>OILY WASH WATER</u>		<u>1298.7</u>	<u>GALLONS</u>	<u>DRUMS</u>

SHIPPING SEAL NUMBERS

--	--	--	--

All entry points must have a seal. Without seal shipment will be returned.

I HEREBY CERTIFY THAT THE ABOVE DESCRIBED MATERIALS ARE NOT HAZARDOUS WASTES AS DEFINED BY 40 CFR, PART 261 OR ANY APPLICABLE STATE LAW, HAVE BEEN FULLY AND ACCURATELY DESCRIBED, CLASSIFIED AND PACKAGED AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO APPLICABLE REGULATIONS.

X [REDACTED] Generator Authorized Agent Name (Print) X [REDACTED] Signature [REDACTED] Delivery Date

TRANSPORTER

Transporter Name LEAKY Driver Name [REDACTED]
 I.D. # DOT 3104210 Truck Number 6797
 Address 303 S. GARDNER AVE Truck Type 90BBLYAC
NEW ORLEANS LA 70114

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS FOR TRANSPORT FROM THE GENERATOR SITE LISTED ABOVE.

I HEREBY ACKNOWLEDGE THAT THE ABOVE DESCRIBED MATERIALS WERE RECEIVED FROM THE GENERATOR SITE WERE TRANSPORTED WITHOUT INCIDENT TO THE DESTINATION LISTED BELOW.

[REDACTED] Driver Signature [REDACTED] Shipment Date [REDACTED] Driver Signature [REDACTED] Delivery Date

DESTINATION

I.D. Number LA 0125750 Time In _____ Time Out _____
 Site Name Belle Chasse Outfall #001 Phone Number (504) 554-9285 (504) 512-1039
 Address 9875 Hwy 23 South, Belle Chasse, LA 70037

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS.

Authorized Agent Name (Print) _____ Signature _____ Receipt Date _____
 White - Original Canary - Disposer Retain Pink - Transporter Retain Gold - Generator Retain

LEGACY

INDUSTRIES

Confined Space Entry Log
Rev 2

Date: 2/18/20

Valid This Date Only: 2/18/20
Associated Work Permit #: _____

Confined Space Being Entered: Frac Tank 1

Attendant (Hole Watch)	Time On Duty				Time Off Duty			
[REDACTED]	0844				0913			
Authorized Entrant	In	Out	In	Out	In	Out	In	Out
[REDACTED]	0844	0913						

Periodic Air Monitorin (Record Every 1 Hour)

Time	0820						
Oxygen (19.5% - 23.5%)	20.8						
LEL (< 10%)	0						
H ₂ S (< 5ppm)	0						
CO (< 25 ppm)	0						
Other							

If necessary use another Confine Space Entry Log to continue to track entrants and monitor the space.

Legacy Industries

Job Safety Analysis (JSA) Worksheet

Date: 2/18/20 Time: 0730 Permit #: _____

Job Description: Clean Fuel TANK using squeegee and pressure washer

CHECK OFF ALL THE FOLLOWING THAT APPLY TO THE TASK AT HAND:

Work Permits Required

<input checked="" type="checkbox"/> General/Cold Work
<input type="checkbox"/> Non-Flame Hot Work
<input type="checkbox"/> Hot Work
<input type="checkbox"/> Routine Entry
<input type="checkbox"/> Entry/Special Hot Work
<input type="checkbox"/> Is this a LOTO Job
<input type="checkbox"/> Is this a Highly Hazardous Entry
<input type="checkbox"/> Other:

Welding

<input checked="" type="checkbox"/> Welding Leads in Good Condition
<input checked="" type="checkbox"/> Combustibles Removed
<input checked="" type="checkbox"/> Spark Containment
<input checked="" type="checkbox"/> Welding Screens in Place
<input checked="" type="checkbox"/> Grounding
<input checked="" type="checkbox"/> Water / Fire Hose
<input checked="" type="checkbox"/> Fire Blanket(s)
<input checked="" type="checkbox"/> Fire Watch
<input checked="" type="checkbox"/> Sewer Covers

Potential Risks

<input type="checkbox"/> Line of Fire
<input checked="" type="checkbox"/> Flammable/Combustible Material
<input checked="" type="checkbox"/> Heat Stress
<input type="checkbox"/> Chemical Burns (Acid or Caustic)
<input type="checkbox"/> Injection (Puncture)
<input type="checkbox"/> Ingestion (Swallowing)
<input type="checkbox"/> Inhalation (Breathing)
<input type="checkbox"/> Absorption (through the Skin)
<input type="checkbox"/> High Noise
<input checked="" type="checkbox"/> Inadequate Lighting
<input checked="" type="checkbox"/> Slips/Trips/Falls
<input checked="" type="checkbox"/> Pinch Points
<input type="checkbox"/> Hot, Cold Surfaces or Materials
<input type="checkbox"/> Poor Access/Egress
<input type="checkbox"/> Sharp Objects
<input type="checkbox"/> Radiation Hazard
<input type="checkbox"/> Repetitive Movements Involved
<input type="checkbox"/> Open Hole Cover
<input type="checkbox"/> Poor Housekeeping
<input type="checkbox"/> Other:

Personal Protective Equipment

Normal PPE
<input checked="" type="checkbox"/> Hard Hat
<input checked="" type="checkbox"/> Safety Glasses w/ Side Shields
<input type="checkbox"/> Goggles
<input type="checkbox"/> Hearing Protection
<input type="checkbox"/> Fire Retardant Clothing
<input checked="" type="checkbox"/> Safety Toed Boots/Shoes
Gloves -- Type: <u>Nitrile</u>
Additional Foot Protection: <u>rubber boots</u>
Protective Clothing: <u>coveralls</u>
Face Shield/Goggles: <u>safety glasses</u>
Respirator Type: <u>If needed</u>
<input type="checkbox"/> Dust Mask
<input checked="" type="checkbox"/> Full Face
<input type="checkbox"/> Fresh Air
Fall Protection
Burning Goggles
Welding Shield
Other: <u>pressure washer</u>

Hot Work Exposure Hazards

Is the work piece galvanized?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will there be any cutting / gouging?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the work taking place:
Inside an Enclosed Area? <u>yes</u>
Inside a Confined Space? <u>yes</u>
Is there restriction to vertical air flow?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there other workers present in the immediate vicinity?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there less than 2 welders working in a Confined Space/Enclosed Area?
Respirators Required:
<input type="checkbox"/> No Respirator
<input checked="" type="checkbox"/> Full Face
<input type="checkbox"/> Half Face
<input type="checkbox"/> Breathing Air

Lifting

<input checked="" type="checkbox"/> Heavy Equipment in Area
<input type="checkbox"/> Qualified Spotter/Flagman
<input type="checkbox"/> Forklift (Daily Inspection)
<input type="checkbox"/> Crane (Daily Inspection)
<input type="checkbox"/> Lift Plan Needed
<input type="checkbox"/> Inspected Chainfall(s)
<input type="checkbox"/> Inspected Come-a-long(s)
<input checked="" type="checkbox"/> Rigging Inspected Before Use
<input type="checkbox"/> Qualified Operator/Rigger

Tools

<input checked="" type="checkbox"/> Current Inspection
<input checked="" type="checkbox"/> Proper Tools for the Job
<input checked="" type="checkbox"/> Good Tool Condition
<input checked="" type="checkbox"/> Properly Trained to Operate?
Other:

Access

<input checked="" type="checkbox"/> Scaffold (Inspected Today/Tagged)
<input checked="" type="checkbox"/> Ladders (Secured in Place)
<input type="checkbox"/> Aerial Lift (Inspected/Qualified)
<input type="checkbox"/> Personnel Basket (Approval Form Completed)
<input type="checkbox"/> Excavations (Ladder Every 25 Feet)
<input checked="" type="checkbox"/> Stairway (Free of Tripping Hazards)
Other:

Emergency Evacuation Information

Wind Direction for Evacuation Route: <u>North</u>
Primary Evacuation Point: <u>main entry</u>
Secondary Evacuation Point: <u>main entry</u>

Electrical

<input checked="" type="checkbox"/> Breakers Locked and Tagged
<input checked="" type="checkbox"/> Tried all Start/Stop Switches
<input checked="" type="checkbox"/> GFCI Attached & Tested
<input checked="" type="checkbox"/> Proper Ground
<input checked="" type="checkbox"/> Extension Cord Inspection
Other:

Emergency Equipment Location

<input checked="" type="checkbox"/> Fire Hydrant
<input checked="" type="checkbox"/> Fire Extinguishers
<input checked="" type="checkbox"/> Eyewash / Safety Shower
Other:

Other:

<input checked="" type="checkbox"/> Barricades
<input type="checkbox"/> Signs
<input type="checkbox"/> Hole Cover
<input type="checkbox"/> Handrail
<input type="checkbox"/> Overhead Work
<input type="checkbox"/> Other Crews in Area
<input type="checkbox"/> Road Closed
<input checked="" type="checkbox"/> Other:

Print Legal Name	Signature	Print Legal Name	Signature
1. [Redacted]	[Redacted]	10. [Redacted]	[Redacted]
2. [Redacted]	[Redacted]		
3. [Redacted]	[Redacted]		
4. [Redacted]	[Redacted]		
5. [Redacted]	[Redacted]		

**All Employees MUST Read & Understand the Requirements of the Permit & JSA & Sign Above.

Legacy Industries

CONFINED SPACE PRE-ENTRY CHECKLIST AND HAZARD ASSESSMENT

TRAINING

YES NO

- Have all participants been trained / fit tested in the proper use of the respirator required for entry?
- Has at least one person on the team been trained and certified in 1st Aid and CPR?
- Have all participants been trained in Confined Space Procedures?
- Entry Supervisor
- Entrant
- Attendant

ATTENDANT / RESCUE

YES NO

- Will there be an attendant on the outside in constant visual or auditory communications with the entry team on the inside?
- Will the attendant be able to hear and see the entrants at all times?
- Has the attendant been trained in Emergency Procedures?
- Has an Emergency Rescue Action Plan been completed?
- Has a rescue team been designated?
- Are safety lines and harnesses in place to assist in removing a person?
- Are rescue procedures available to be followed in the event of an emergency?
- Are all participants familiar with emergency rescue procedures?
- Do all participants know who to notify, and how, in the event of an emergency?

THE ENTRY PERMIT

YES NO

- Has a Legacy Confined Space Entry Permit been completed? Is it a:
_____ Stand Alone Permit _____ Parallel Verification
- Has the customer issued a Confined Space Permit?
- Does the Permit include a list of Emergency Telephone Numbers?
- Have the provisions been made to Log-In and Log-Out all entrants?
- Has the permit been signed by all participants?

The permit is an authorization, in writing, that states the space has been tested by a Competent Person, which the space is safe for entry, what precautions, equipment, etc. are required, and what work is to be accomplished.

The permit is valid for one shift only and must at no time exceed 24 hours. Atmospheric testing and accomplishment of the permit is mandatory at the end of the specified time or if the permit is canceled for cause.

Legacy Industries

CONFINED SPACE PRE-ENTRY CHECKLIST AND HAZARD ASSESSMENT

Change of Conditions or Unsafe Situation Discovered

The Entry Supervisor and / or Attendant shall:

- Order authorized entrants out of the Confined Space
- Provide assistance as necessary for removing personnel from the Confined Space (NO ENTRY)
- Remove and cancel the Entry Permit
- Post the "Do Not Enter" tag at the entryway
- Standby until acceptable entry conditions are reestablished and a new permit issued
- Notify the Legacy Safety Director

Injury (Man Down) in the Confined Space

The Entry Supervisor and / or Attendant shall:

- Sound the designated emergency signal immediately
- Call for emergency Medical Assistance and ambulance
- Order all non-injured entrants out of the Confined Space, except those needed to assist the injured
- Assist rescue personnel in donning a safety harness and lifeline, along with the independent air supply for entry (if entry is required)
- Clear obstructions from the entry point to the Confined Space

For Horizontal (side) Entries:

- Try to remove the injured person from the Confined Space using authorized entrants and lifeline / body harness
 - a. Under no circumstances is the attendant to enter the Confined Space unless he is properly relieved**
 - b. Attendant must maintain communications with all agencies**
- If unsuccessful, entry must be made by qualified Rescue Team Members

For Vertical (Top or Bottom) Entries

- Set up retrieval equipment
- Try to remove injured employee from the Confined Space using other Authorized Entrants and lifeline / body harnesses
- If unsuccessful entry must be made by a qualified Rescue Team
- Evaluate the nature of the injury and use decontamination procedures on the affected person, if possible before transporting to the medical facility
- Perform 1st Aid and / or CPR, if necessary, until Emergency Medical Assistance arrives
- Notify Legacy Safety Office and Management, as well as Customer Representative

Personal Protective Equipment Failure

If any Authorized Entrant experiences failure or alteration of protective equipment that affects the ability of the PPE to effectively protect the worker; that person and other workers with similar PPE shall immediately exit the confined space. Reentry shall not be permitted until the cause of the equipment failure is corrected and the equipment is either repaired or replaced.

LEGACY

INDUSTRIES

Confined Space Entry Log
Rev 2

Date: 2/18/20

Valid This Date Only: 2/18/20
Associated Work Permit #: _____

Confined Space Being Entered: Free tank 2

Attendant (Hole Watch)	Time On Duty				Time Off Duty			
[REDACTED]	0915				0946			
Authorized Entrant	In	Out	In	Out	In	Out	In	Out
[REDACTED]	0915	0946						

Periodic Air Monitoring (Record every 1 Hour)

Time	0915							
Oxygen (19.5% - 23.5%)	20.8							
LEL (< 10%)	0							
H ₂ S (< 5ppm)	0							
CO (< 25 ppm)	0							
Other								

If necessary use another Confined Space Entry Log to continue to track entrants and monitor the space.

LEGACY

INDUSTRIES

Confined Space Entry Log
Rev 2

Date: 2/18/20

Valid This Date Only: 2/18/20
Associated Work Permit #: _____

Confined Space Being Entered: Frac Tank 3

Attendant (Hole Watch)	Time On Duty				Time Off Duty			
[REDACTED]	0950				1015			
Authorized Entrant	In	Out	In	Out	In	Out	In	Out
[REDACTED]	0950	1015						

Periodic Air Monitoring (Record Every 1 Hour)

Time	0946						
Oxygen (19.5% - 23.5%)	20.8						
LEL (< 10%)	0						
H ₂ S (< 5ppm)	0						
CO (< 25 ppm)	0						
Other _____							

If necessary use another Confined Space Entry Log to continue to track entrants and monitor the space.



Confined Space Rescue Plan

THIS RESCUE PLAN MUST BE INCLUDED WITH THE PERMIT

Confined Space Rescue Pre-Plan			
Terminal/Confined Space Entry Location:		Convention Venue, LA Frac Tanks	
Date of Confined Space:		2/18/20	
Space Location:		IN YARD	
Space Designation:		Frac Tank	
Job Supervisor:		Fernando Medina	
Number of Entrants:		2	
Confined Space Permit Number:			
Means to Summon Rescue Services:		<input checked="" type="checkbox"/> Phone <input type="checkbox"/> Pager <input type="checkbox"/> Radio <input type="checkbox"/> Air Horn <input type="checkbox"/> Intercom	
THE REMAINDER OF THIS FORM IS TO BE COMPLETED BY RESCUE TEAM LEADER			
Rescue Methods			
External:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Internal:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hauling System Required:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Lower System Required:	Yes <input checked="" type="checkbox"/> No
Anchorage Available:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Pre-rigging Required:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Atmospheric Monitoring <input checked="" type="checkbox"/>			
Type:	MSA ALTAIR 5X	Continuous 5-Gas	
Instrument Number:	00126833	TBA	
Calibration Number:	12833	TBA	
Calibration Gas:		TBA	
Rescue Equipment Recommendations: (Please indicate quantity needed.)			
Hauling System:	2	Stokes Basket:	1
Pulleys:	3	Ascenders:	
Prusiks:	3	Shock Absorbers:	
Anchor Straps:	2	Webbing:	1
Racks:	2	Figure 8's:	1
Ropes:	2	Radios:	2
Harnesses:	2	Flashlights:	2
Medical Equipment Recommendations: (Please indicate quantity needed.)			
Long Boards:		Stokes Basket:	
SKED:	1	LSP/OSS/KED:	
C-Collar:		Trauma Kit:	
SPACE DESCRIPTION AND DIAGRAM			
Space Description & Diagram: (Attach Additional Page or photographs provided by facility if necessary)/ Rescue Plan			
To be completed after assessment of site and prior to start of work			

Printed copy is insufficient. From a new copy from the e-file location each time a hard copy is required.

Legacy Industries

CONFINED SPACE PRE-ENTRY CHECKLIST AND HAZARD ASSESSMENT

ATMOSPHERIC TESTING

YES NO

- ___ Is the person conducting the testing trained in the proper use of the testing equipment?
- ___ Are the instruments being used for testing properly calibrated? (Manufacturer or Field)
- ___ Has the Atmosphere in the Confined Space been tested? Specify person by name:
Terrence McKey Position Supervisor
- ___ Was the oxygen content at least 19.5% and less than 23.5%?
- ___ Were there toxins, flammables, oxygen displacing gases/vapors present?
- ___ Will the atmosphere in the space be monitored while work is ongoing? Specify Intervals:
___ Continuously 1 hour Periodically (Give Interval)

NOTE: ATMOSPHERIC CHANGES CAN OCCUR DUE TO THE WORK PROCEDURES OR THE PRODUCT STORED. THE ATMOSPHERE MAY BE SAFE ON INITIAL ENTRY, BUT CAN CHANGE VERY QUICKLY.

VENTILATION

YES NO

- ___ Has the space been ventilated prior to entry?
- ___ Will ventilation be continuous during entry?
Mechanical ___ Natural Draft
- ___ Is the air intake for the ventilation system located in an area that is free of combustible dust, vapors/gases, and toxic substances?
- ___ If the atmosphere was found unacceptable and then ventilated, was it re-tested under no ventilation conditions and found acceptable prior to entry?

PERSONAL PROTECTIVE CLOTHING/EQUIPMENT

YES NO

- ___ Is specialized clothing required? If so, specify Level of Protection A_B_C_D
Other Tyvek, rubber boots, respirator if needed
- ___ Are special tools required? If so, specify (i.e. spark proof, explosion proof etc):
pressure washer, screwdrivers

RESPIRATORY PROTECTION REQUIREMENTS

YES NO

- ___ Is respiratory protection required? ___ Air Purifying ___ Supplied Air ___ SCBA
Specify: Manufacturer _____ Cartridge Type _____
- ___ Can entrants / rescuers get through the opening with an SCBA on? (If you don't know, find out prior to beginning job)