

Couvillion Group, LLC MC 20 Hydrocarbon Pump-Off #22 Results Report

Document #: Couv-MC20-O&M-RPT-DOC-00049 12/17/2020

This report and any work herein was directed and authorized under the authority of the United States Coast Guard.

This document is the property of Couvillion Group, LLC. And may not be used for any purposes unless authorized in writing by Couvillion Group, LLC. And which, upon demand, shall be returned to Couvillion Group. This document contains Couvillion confidential, proprietary information and shall not be copied, reproduced, used, transferred to other documents or disclosed to other for any purpose unless specifically authorized in writing by Couvillion Group, LLC.

Revision	Date	By	Check	Approve	Remarks
0	12/17/20	REDACTED	REDACTED	REDACTED	Initial Document

Couv-MC20-O&M-RPT-DOC-00049

Summary:

Couvillion Group's Rapid Response Collection System initiated it's twenty second collection cycle on 10/4/2020 and completed the cycle on 11/3/2020 resulting in a collection duration of 30.0 days. Using the OSV Brandon Bordelon the collected hydrocarbon fluid that was recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Port Fourchon, Louisiana. Vessel to Dockside Transfer commenced on 11/6/2020, with 673.2 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On the morning of 11/16/2020 Couvillion Group confirmed the initial measurement of 673.2 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 71.4 bbl of water was decanted and sent to frac tank 4, this water will be sent to E.R.R. Evergreen LLC in Belle Chasse for disposal at a later date. 32.3 bbl of liquids remained in the frac tanks as residuals which were later transferred to frac tank 4 for further decant. A gross total of 569.5 bbl of fluids according to NRC strapping measurements was sent to Acadiana oil using tank trucks from frac tanks 1-3. After temperature and BS&W deductions a net total of 532.4 bbl of oil was transferred from tanks 1-3 in the Port Fourchon Yard to the Acadiana Oil Company in Berwick, Louisiana. Total fluid reconciliation for frac tanks 1-3 was within 0.0 %.

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 11/3/2020 at 0700 hrs. An asfound 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 0140 hrs on 11/4/2020 and ended at 2330 on 11/4/2020. 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 685.6 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 Port Fourchon, Louisiana on 11/6/2020. On the morning of 11/6/2020 hoses were run from the tanks on the vessel through a diaphragm pump which was on the Couvillion dock and then run to 500 bbl frac tanks. 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 was emptied, then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 673.2 bbl.** With dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of 10 days before transfer of the oil from the frac tanks to tank trucks.

Dockside Frac Tanks to Truck Transfers

On the morning of 11/16/2020 at 06:00 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 146.5 bbl of hydrocarbon fluids. The second truck received 143.4 bbl of hydrocarbon fluids, and the third received 146.4 bbl of hydrocarbon fluid. The second day of frac tank to tank truck transfers began on 11/17/2020 at 06:00. The first truck was loaded with 133.2 bbl of hydrocarbon fluids which completed the truck transfers for this offload. There was a total of 32.3 bbl of residual fluids which remained in frac tanks 1-3 which was sent to frac tank 4 for further decant. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Total fluid reconciliation for frac tanks 1-3 was within 0.0%

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 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 673.2 bbl of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 569.5 bbl to the Acadiana Oil Company, which netted out to a total of 532.4 bbl. From a total fluid reconciliation standpoint, measurements at different site locations were within 0.0 % for frac tanks 1-3. The calculated flow rate during the 30.0-day collection cycle offshore was 17.7 bbl/day or 743.4 gallon/day. Since installation of the RRS in April 2019, Couvillion Group has collected an average of 23.4 bbl/ day or 982.8 gal/day. Monthly pumpoff collection rates reflect collection rates which are not inclusive of product that remains in the residual tank. This causes monthly collection rates to appear slightly lower than the historic average. As of the end of this pump off campaign 593,292.0 gallons of salvaged crude oil has been contained from the MC-20 site.

Oil Tally

					Truck 1				Truck 2				Truck 3				Truck 4					Running
Oil Tally	Date	Total Fluid	Total Fluid		Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total	Total
		Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	Net	Net
		by	Tank Strap		NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana				
		Cypress	by NRC	Diff	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Ditt	Oil	Strap	by strap	Ditt	Oil	Oil (FFI)	Oil
Dump Off #1	4/26/2010	(DDI)	(DDI)	2.0	(100)	(100)		(100)	(100)	(100)		(100)	(100)	(100)		(100)	(100)	(100)		(100)	(100)	(100)
Pullip Oli #1	5/6/2019	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	5/3/2019	246.3	223.5	-10.2																		
	5/8/2019			-	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																		
	5/16/2019				103.2	89.1	13.7	82.9	126.4	136.4	-7.9	132.1	108.5	99.5	8.3	80.7					295.7	664.8
Pump Off #4	6/19/2019	901.7	905.5	0.4	139.4	145.8	-4.6	143.0	138.7	139.4	-0.5	137.4										
	6/20/2019				137.7	136.2	1.1	113.0	140.7	141.4	-0.5	139.4	140.6	141.4	-0.6	134.2	144.1	141.4	1.9	138.4		
Dump Off #F	6/21/2019	1200.2	1106.6	0.2	48.5	47.1	2.8	44.b	142.7	150.0	F 1	146 F									850.0	1514.8
Pump Off #5	2/1/2019 2/1/2010	1200.2	1196.6	-0.3	139.2	138.3	0.6	133.7	142.7	120.0	-5.1	121.0	146.0	142.0	27	01.2	129.0	142.0	20	140.0		
	8/2/2019				99.8	143.7	-4.7	1111 0	140.7	105.6	-4 5	104.2	140.0	142.0	2.7	01.5	136.0	142.0	-2.5	140.0	983 7	2498 5
Pump Off #6	8/26/2019	848.0	874.6	3.0	141.7	138.4	2.3	134.6	140.3	145.7	-3.8	140.6	141.5	145.7	-3.0	143.2					505.7	215015
	8/27/2019				140.5	138.4	1.5	135.5	137.2	142.0	-3.5	139.1	61.3	65.6	-7.0	64.2						
																					757.2	3255.7
Pump Off #7	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	142.6	142.0	0.4	139.7						
	9/24/2019				144.4	142.0	1.7	139.1	143.7	138.4	3.7	135.5	55.3	54.6	1.3	53.7					749.3	4005.0
Pump off #8	10/21/2019	790.9	787.4	-0.4																		
	10/22/2019				143.9	131.0	9.0	129.1	154.3	151.9	1.5	149.7	144.0	136.2	5.4	134.2						
Residual Tank	10/23/2019		205.1		137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6	125.4	125.7	0.2	122.6					700.4	4904 4
Pump off #9	11/11/2019	772 3	203.1	-19									123.4	125.7	-0.Z	123.0					755.4	4004.4
runpon #5	11/11/2013	//2.5	757.0	-1.5	142.3	156 5	-10.0	153.6	143.8	131.0	89	128.8	145 3	142.0	23	139.9						
	11/20/2019				145.6	145.6	0.0	143.6	92.1	94.6	-2.8	93.3									659.1	5463.5
Pump off #10	12/17/2019	940.7	942.8	0.2	142.0	138.4	2.5	136.9	71.4	69.2	3.1	68.5	146.4	145.7	0.5	144.2						
	12/18/2019				146.4	138.4	5.5	136.8	144.3	145.7	-1.0	144.4	144.0	142.0	1.4	140.8	47.4	47.4	0.0	47.0	818.6	6282.1
Pump off #11	1/9/2020	697.7	691.0	-1.0	128.7	131.1	-1.9	128.3	128.0	131.1	-2.4	129.3	129.8	131.1	-1.0	129.6						
L	1/10/2020				79.4	91.0	-14.6	90.0	92.6	91.1	1.6	90.0			L							
Residual Tank	1/8/2020				141.9	142.0	-0.1	140.0													707.2	6989.3
Pump off #12	2/12/2020	725.4	722.5	-0.4	120.8	123.8	-2.5	115.8	102.1	101.9	0.2	100.4	99.0	101.9	-2.9	97.5						
Desidual Tank	2/13/2020				149.5	160.2	-/	154	114.2	101.92	10.8	61.1									620.1	7610.4
Residual Talik	2/1//2020	583 7	570.2	-2.4	106.2	105.0	2.4	101.5													030.1	7019.4
rump on #15	3/11/2020	565.7	570.2	-2.4	114.5	115.2	-0.6	112.7	138.3	136.2	1.5	134.3										
	3/13/2020				93.6	94.3	-0.7	91.9	120.0	120.4	-0.3	117.5									456.4	8075.8
Pumpoff #14	4/16/2020	966.7	928.8	-4.1	147.2	146.5	0.5	144.6	145.2	141.2	2.8	139.4	148.0	146.5	1.0	143.7						
	4/17/2020				144.9	146.5	-1.1	144.3	144.1	141.2	2.0	139.1	87.4	88.9	-1.7	87.3					798.4	
Residual Tank	4/14/2020				149.9	151.9	-1.3	132.3													132.3	9006.5
Pump off #15	5/7/2020	798.4	783.1	-1.9	150.3	145.8	3.0	143.4	148.0	153.1	-3.4	149.4	145.2	142.1	2.1	138.7						
	5/8/2020				147.2	149.4	-1.5	147.6	131.7	131.2	0.4	128.6									707.7	9714.2
Pump off #16	5/28/2020	598.8	583.3	-2.7	142.1	140.3	1.3	137.5	125 1	124.9	0.2	121 7	115.0	116.6	1.4	100.7					E12 0	10227.2
Pumpoff #17	7/8/2020	970 1	056.3	1.4	136.0	136.5	-0.4	134.1	155.1	134.0	0.2	131.7	115.0	110.0	-1.4	105.7					515.0	10227.2
rumporr #17	7/9/2020	570.1	550.5	1.4	149.1	149.9	-0.5	146.8	148.8	145.5	2.2	142.5	149.2	149.9	-0.5	146.8						
	7/10/2020				150.7	149.6	0.7	146.6	137.1	138.0	-0.7	135.2	119.9	119.0	0.8	116.5					834.4	11061.4
Pumpoff #18	7/22/2020	658.4	642.6	-2.5																		
	7/27/2020				129.9	129.9	0.0	127.8	140.6	140.6	0.0	137.7	138.2	138.2	0.0	135.7	139.8	139.8	0.0	137.5		
	7/28/2020				66.0	66.0	0.0	62.8													601.5	11663.1
Residual Tank	7/28/2020								113	113	0.0	110.7									110.7	11773.8
Pumpoff #19	9/1/2020	901.6	886.4	-1.7	128.2	128.2	0.0	125.6	135.5	135.5	0.0	132.6	121.0	124.0		122.0	125.0	125.0	0.0	122.0	705 5	12550 2
	9/2/2020				131.2	131.2	0.0	128.3	130.8	130.8	0.0	134.0	134.8	134.8	0.0	132.0	135.9	135.9	0.0	133.0	/85.5	12559.3
Pumpoff #20	9/29/2020	464.2	450.9	-29	144 0	140.0	2.8	137 9	143 5	140.0	24	137 9										
	9/30/2020		15015	2.0	85.7	83.0	3.2	81.6	1.0.0	1.0.0		100.00									357.4	12916.7
Residual Tank	10/1/2020	1			136.5	131.0	4.0	128.6								t					128.6	13045.3
Pumpoff #21	10/15/2020	620.9	610.1	-1.8	139.0	139.0	0.0	130.8	145.3	145.0	0.2	142.1										
	10/16/2020				147.2	144.0	2.2	142.5	136.0	135.0	0.7	132.9									548.3	13593.6
Pumpoff #22	11/16/2020	685.6	673.2	-1.8	146.5	143.0	2.4	139.7	143.4	142.0	1.0	140.1	146.4	140.0	4.4	128.3						
L	11/17/2020				133.2	130.0	2.4	124.3													532.4	14126.0

Total Fluid Reconciliation

					Truck 2	Truck 2	Truck 4	1		
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks.	
		at Venice	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
		by NRC	Measurement	Frac Strap	Frac Strap	Frac Strap	Frac Strap	Tanks	Decant	%
	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pump Off #1	4/26/2019	215.7	0.0	442.7	07.0			5.2	245.0	
Rump Off #2	5/6/2019	222.5	15.6	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pullip Oli #2	5/8/2019	223.5	15.0	101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019	331.2	0.0	10110	02.0	0.0	0.0	17.0	217.0	2.0
	5/16/2019			103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019	905.5	32.5	139.4	138.7	0.0	0.0		310.6	
	6/20/2019			137.7	140.7	140.6	144.1		563.1	
	6/21/2019			48.5	0.0	0.0	0.0	0.6	49.1	1.0
Burne Off #E	7/21/2010	1106.6	06.2	120.2	142.7				922.8	-1.8
Pullip Oli #5	8/1/2019	1190.0	90.5	139.1	142.7	146.0	138.0		563.8	
	8/2/2019			99.8	101.0			45.2	246.0	-0.7
	PO5: Total								1188.0	
Pump Off #6	8/26/2019	874.6	56.8	141.7	140.3	141.5			480.3	
	8/27/2019		*	140.5	137.2	61.3		57.9	396.9	
Rump Off #7	PU6: Total	880.4	41.2	138.0	144.3	142.6		*	877.2	0.3
rump on #7	9/24/2019	000.4	*	144.4	143.7	55.3		55.3	398.7	
	P07: Total				_			*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2						27.2	
	10/22/2019			143.9	154.3	144.0			442.2	
	10/23/2019			137.7	130.0				267.7	
Residual Tank	10/23/2019	205.1	53.5			125.4		66.4	245.3	1.0
Pump Off #9	11/19/2019		32.0	142.3	143.8	145 3			463.4	-1.0
r amp orr no	11/20/2019	757.8	52.0	145.6	92.1	11010		55.6	293.3	
	PO9: Total								756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4	142.0	71.4	146.4			393.2	
	12/18/2019			146.4	144.3	144.0	47.4	73.9	556.0	
Dump Off #11	PO10: Total	601.0	20.2	128.7	138.0	120.8		70.7	949.2	0.7
Pump On #11	1/9/2020	691.0	39.2	79.4	92.6	129.8		12.1	498.4	
Residual Tank	1/8/2020	307.0	81.5	141.9	52.0			121.7	345.1	
	PO11: Total								1015.5	1.8
Pumpoff #12	2/11/2020	722.5	49.1						49.1	
	2/12/2020		2.7	120.8	102.1	99.0		87.5	324.6	
	PO12: Total		5.5	149.5	114.2			*	728.8	0.9
Residual tank	2/17/2020	265.8	93.6	108.2					201.8	11
	2/18/2020		23.5					121.7	145.2	
D	Resid Total	570.2	20.6						347	-1.8
Pumpott #13	3/11/2020	570.2	39.6	114 5	138.3				39.6 255.6	
	3/13/2020			93.6	120.0			63.7	277.3	
	PO13: Total								572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1	147.2	145.2	149			55.1	
	4/16/2020			147.2	145.2	148 87.4		65.4	440.4	
	PO14:Total			11115	1	0/11		05.1	937.3	0.9
Residual tank	4/13/2020	244.1	67.6	Ι					67.6	
	4/14/2020			149.9				26.6	176.5	0.0
Pumpoff #15	5/6/2020	783 1	18 3						18.3	0.0
i amport in 15	5/7/2020	,00.1	1.2	150.3	148.0	145.2			444.7	
	5/8/2020			147.2	131.7			40.0	318.9	
	PO15: Total								781.9	-0.2
Pumpott #16	5/2//2020	583.3	25.3	142.1					25.3	
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
	PO16: Total			L					583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020	956.3	23.6	140.1	149.9	140.2			23.6	
	7/10/2020		2.4	149.1	148.8	149.2		63.3	449.5	
	PO17: Total								944.1	-1.3
Pumpoff #18	7/22/2020	642.6	14.3							
	7/27/2020		12.6	129.9	140.6	138.2	139.8	0.0	642.4	0.0
Residual Tank	7/22/2020	299.6	67.2	00.0	+				042.4	0.0
	7/28/2020		31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020	886.4	7.8	128.2	135.5					
Recidual Teals	9/2/2020	202.6	102.0	131.2	135.9	135.9	134.8	76.2	885.5	-0.1
Pumpoff #20	9/29/2020	450.9	52.9	144.0	143.5			24.8	450.9	0.0
	9/30/2020			85.7						
Residual Tank	9/30/2020	273.2	116.1							
Bumpoff #21	10/1/2020	E10.1	2.7	136.5	145 3			17.9	273.2	0.0
Pumpott #21	10/15/2020	010.1	14.0	139.0	145.3			28.6	610.1	0.0
Residual Tank	10/14/2020	293.4	111.8			İ		49.5	293.4	0.0
	10/15/2020		132.1							
Pumpoff #22	11/16/2020	673.2	68.7	146.5	143.4	146.4		22.2	(72.2	
	11/1//2020		2.7	133.2	L	L		32.3	6/3.2	0.0

Couv-MC20-O&M-RPT-DOC-00049

Barrels of Oil Collected Daily

					Total	Net	RRS		
					Collection	Oil	Collection Rate	Collecti	on Rate
		Start Time		End Time	Duration	Collected	Of Oil	of	Oil
	Start Date	(hrs)	End Date	(hrs)	(Days)	(bbl)	(bbl/day)	(gallo	n/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	1026.5	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
Collection Duration for 13th Trip	1/30/2020	17:50	3/2/2020	2:00	31.3	456.4	14.6	612.4	gallons/day
Collection Duration for 14th Trip	3/2/2020	2:00	4/2/2020	1:15	31	798.4	25.8	1081.7	gallons/day
Collection Duration for 15th Trip	4/2/2020	1:15	4/25/2020	15:45	23.1	707.7	30.6	1286.7	gallons/day
Collection Duration for 16th Trip	4/25/2020	15:45	5/15/2020	18:40	20.1	513.0	25.5	1071.0	gallons/day
Collection Duration for 17th Trip	5/15/2020	18:40	6/18/2020	22:55	34.2	834.4	24.4	1024.8	gallons/day
Collection Duration for 18th Trip	6/18/2020	22:55	7/12/2020	15:10	23.7	601.5	25.4	1066.8	gallons/day
Collection Duration for 19th Trip	7/12/2020	15:10	8/13/2020	6:00	33.6	785.5	23.4	982.8	gallons/day
Collection Duration for 20th Trip	8/15/2020	6:00	9/2/2020	13:25	18.3	357.4	19.5	819.0	gallons/day
Collection Duration for 21st Trip	9/2/2020	13:25	10/4/2020	15:20	32.1	548.3	17.1	718.2	gallons/day
Collection Duration for 22nd Trip	10/4/2020	15:20	11/3/2020	16:10	30.0	532.4	17.7	743.4	gallons/day

Barrels of Oil Collected Per Day Since RRS Install

					Total	Net	RRS		
					Collection	Oil	Collection Rate	Collect	ion Rate
		Start Time		End Time	Duration	Collected	Of Oil	of	Oil
	Start Date	(hrs)	End Date	(hrs)	(Days)	(bbl)	(bbl/day)	(gallo	n/day)
Average collection to date less									
residual tank	4/12/2019	0:00	11/3/2020	16:10	571.7	13,389.4	23.4	982.8	gallons/day
Total Collection to date	4/12/2019	0:00	11/3/2020	16:10	571.7	14,126.0	24.7	1,037.4	gallons/day

Totals from Pumpoff 1-22

	Bbl	Gal
Net Oil collected	14,126.0	593,292.0
Total Oily fluids collected:	15,819.0	664,398.0

Appendix 1

MC20 Product Removal and Transportation with Completed Documentation





Couvillion Group, LLC

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

2020 061 Date:

Time Transfer Ended: ____

	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 - 340.7	201.0	201.0	
Tank 2	0		276.3	276.3	
Tank 3	0	STBD - 344.9	195.9	195.9	
Total	Ō	635.6	673.2	673.2	-1.8

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



Couv-MC20-O&M-RPT-DOC-00049





Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 11/16/2020

	Column A	Column B	Column C
			Volume of oily water transferred to Disposal Facility
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Column B – Colum using Strap Measurement bbl
Tank 1	201.0	160.2	40.8
Tank 2	2763	254.2	22,1
Tank 3	195.9	190.1	5.8

Residual Volume left in Tanks

	Strap Measurement
Tank 1	160,2
Tank 2	254,2
Tank 3	190.1

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

Couvillion Rep

Signed Name

NRC Rep

Signed Name



_Date: <u>||/16/2020</u> _Date: <u>|) | 16 | ZOZE</u> _Date_ *(J (16)* 2020

Page 12 of 12

Doc #: Couv-O&M-Doc-00004

7/8/19





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

Date: 11-16-2020

Time: CBOO

Time Measurements begin after Vessel Offloading in hours: _

	Column A	Column B	Column C	Column D
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form)	Today's Interim Tank Strap Measurement	Tank Strap Measurement after Decanting	Oily Water Mixture Volume Column (B-C)
	bbl	bbl	bbl	bbl
Tank 1	201.0	201.0	160,2	40.8
Tank 2	276.3	276,3	254.2	22.1
Tank 3	195.9	195,9	190,1	5.8
Total	673.2	673.2	604,5	68.7

Page 8 of 12

Doc #: Couv-O&M-Doc-00004

Couv-MC20-O&M-RPT-DOC-00049



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

Date: 11-17-2020

Time: ______

Time Measurements begin after Vessel Offloading in hours: ____

	Column A	Column B	Column C	Column D
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Today's Interim Tank Strap Measurement bbl	Tank Strap Measurement after Decanting bbl	Oily Water Mixture Volume Column (B-C) bbl
Tank 1				
Tank 2	254.2	254.2	252.7	1.5
Tank 3	190,1	190.1	188.9	1,2
Total	444.3	444.3	441.6	2.7

		REDACTED			
Sign-off by: USCG Rep (optional)) Signed Name:		Printed Name	REDACTED	Date: 1/17120
Couvillion Rep	Signed Name:		Printed Name	-	_Date:_]1-17-2020
NRC Rep	Signed Name:	-	rinted Name		_Date: ((-(7-2620)

Page 8 of 12

7/8/19





Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 11-17-2026

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	LtD	7493L	11-17	ACC	146.5		
2	L+13	7661L	11-17	AOC	143,9		
3	L+B	15702	11-17	ADC	146.4		
		Total V	olumes Sh	ipped by Gallons/bbls	436,3		

End of Shipments date: 11-17 - 2020







Attachment C: WASTE MANAGEMENT TRACKING FORM **Residual Frac Tank Bottoms**

Date: 11-17-20

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank
	bbls
Tank 1	13.7
Tank 2	11.8
Tank 3	140.0



Doc #: Couv-O&M-Doc-00004

7/8/19

Couv-MC20-O&M-RPT-DOC-00049





Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 11- 17-20

	Column A	Column B	Column C
			Volume of oily water transferred to
			Disposal Facility
	Beginning Tank Strap	Decant and then Tank	Column B – Colum using Strap
	Measurement	Strap Measurement	Measurement
	bbl	bbl	bbl
Tank 1			
Tank 2	254,2	252,7	1.5
Tank 3	190,1	138,9	1. Z

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	13.7
Tank 2	11.8
Tank 3	140.0

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

Couvillion Rep

Signed Name:

NRC Rep

Signed Name:

, Printed Name , Printed Name , Printed Name

_Date: <u>11-17-20</u>20 _Date: <u>11-17-20</u>20 _Date_<u>(1-17-20</u>20

Page 12 of 12

Doc #: Couv-O&M-Doc-00004

7/8/19





Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 11-18-20

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	LAB	74932	11-18	AUC	133,2			
	-							
		Total V	olumes Sl	nipped by Gallons/bbls	133,2-			
End o	f Shipments (date:_[]-]	18-70	REDAGTED	- /	REDACTED		
Sign-o	ff by:USCG	Rep (Opti	onal) Sig	gned Name:	Prin	ited Name	Date: 18Nov 2	42
	Couvill	ion Rep	Sig	ned Name:	Prin	ted Name	Date: 20 2	لمد
	NRC R	Rep	Sig	ned Name: _		Name	Date1 / 18 / 20	20
		00004			Page 9 of 12	7/0/10		
Joc #: Co	uv-O&M-Do	c-00004				//8/19		





Attachment C: WASTE MANAGEMENT TRACKING FORM <u>Residual Frac Tank Bottoms</u>

Date: 11-18-20

<u>Residual Volume left in Tanks</u>

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	13.7
Tank 2	11.8
Tank 3	6.8



Doc #: Couv-O&M-Doc-00004

Page $10 \ \mathrm{of} \ 12$

7/8/19





Attachment C: WASTE MANAGEMENT TRACKING FORM <u>Transportation Tracking of Petroleum Contaminated Solids</u>

Manifest Number	Transporter	Shipment Date	Receiving Facility	Manifested Volume (Yard)	Scaled Weight (Lb)	Comments (Box Numbers, etc.)

XNO Solids

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

Couvillion Rep

Signed Name:

NRC Rep

Signed Name:



Date: 18Nov 2429 Date: 11-18-2020 _Date <u>11-18-2020</u>

Page 11 of 12

7/8/19

Doc #: Couv-O&M-Doc-00004

Couv-MC20-O&M-RPT-DOC-00049

Appendix II

NRC Waste Handling Documentation

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY	11 06 2020 0858
NAME OF VESSEL	DATE TRANSFER OPERATIONS STARTS
An oil transfer operation may not commence to or from a vessel unless the by the respective transferring and receiving persons in charge. Persons in charge indicate by a check ($$), in the appropriate spaces, that the	e following requirements are met and agreed upon ne specific requirement has been met.
 A. The mooring lings are adequate for all anticipated conditions B. Cargo hoses and/or loading arms are long enough for intended u C. Cargo hoses are adequately supported to prevent undue strain on D. The transfer system is properly lined up for discharging or receive be performed each time a valve is repositioned.) E. Each flange connection on the cargo system not being used durin or shut off. F. The cargo hoses and/or loading armsare connected to the manife every other hole, (minimum of 4 bolts). Exception: Tanks without from the Captain of the Port. G. The overboard or sea suction valves are sealed or lashed in the center of the overboard drains are closed or plugged I. All scuppers or other overboard drains are closed or plugged J. A communication system is provided between the facility and th K. Emergency shutdown system is available and operable. L. Communication procedures are established and understood between the facility and th X. Dne person at the vessel control station is present who fluently station. O. The owner of the cargo hoses will insure test requirements have covers, kinks, bulges, soft spots or gouges, cuts and slashes whit that hoses are marked for identification and test data is maintained P. Adequate lighting of the vessel and terminal work areas and mar Q. Persons in charge have held a conference to assure the mutual unsult of the cargo repertored. S. Transfer rate of flow. A. Name or title and location of eachperson participating in the constrained of the transferring and receiving systems M. Athen or title and location of eachperson participating in the constrained of the transferring and receiving systems M. And the transfer operation. S. Particulars of the transferring and receiving systems M. Watch and shift arrangements Notification before leaving stations 	FACILITY ise. 124 ise. 124 in the couplings. 124 ving oil. (Additional checks shall 124 ing the transfer operation is blanked 124 olds using gaskets and a bolt in 124 olesed position. 124 other terminal and vessel control stations. 124 other terminal and vessel cont

Warning signs and read warning signals (35.35-30).
 Repair work authorization (35.35-30).
 Boiler and galley fires safety (35.35-30).
 Fires or open flames (35.35-30).
 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.

1	Signature			Signa	-
PERSON IN CHARGE OF			PERSON IN CHARGE OF	Title	
VESSEL	Time 200-	Date 11-la De	FACILITY	Time 0600	Date 11/6/20

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

COUVILLION DECLARATION OF INSPECTION - DOI

DECLARATION OF INSPECTION PRIO	R TO BULK C	ARGC) TRAN	NSFER	
Date: 1/- 1/2 Docation: GTS					
Facility/Vehicle Number:		Start Ti	ime E	nd Time	
Versel Nemer (Quel)		0850		127	
Vessel Name: Londer Roldiclon		0 008		552	
Vessel Official Number:	Vessel Capacity	(Total) (b	obls):		
Product Transferred: Cinic oil	Product Transferred: Civil Oil Est. Transfer Volume (bbls):				
Note For Emergency Notification Di	scharge amounts (G	allons):			
Average most probable:	senarge amounts 10	unonst.			
Average most probable.					
Maximum most probable:					
Worst case discharge:					
The following list refers to requirements set forth in d	etail in 33 CFR 156.	.150 and	46 CFR :	35.35-30.	
The spread on the left are to be reviewed by ALL DIC's	involved in the turns	for and a	haalaad in	- and and and	
Fine spaces on the left are to be reviewed by <u>ALL PIC s</u>	involved in the trans	ster and c	пескеа п	agreement.	
> The right hand columns are to be initialed by the appropriate the second seco	riate PIC and/or note	ed as not	applicable	e with (N/A).	
> Items on the list are provided to indicate that the details	d raquiramanta hava	haan mat			
Thems on the list are provided to indicate that the detailed	d requirements have	been met			
			PIC	PIC	
			Delivering	Receiving	
Verify PIC designation/qualification 33 CFR 154./10, 154./.	30, 154. /40(b)		TI	Im	
Person In Charge (PIC): In Immediate Vicinity and Available	e		<u> </u>	TM	
Personnel: Capable/Unimpaired	anafan ananatian		-11	TM	
MC 20 Subses Storage Offloading Operations & Maintenand	ansier operation		T)	Tm	
MC 20 Subsea Storage Officialing Operations & Maintenand	e Manual present with	vorified	7(
with key personnel involved in these operations	ins to be followed and	vermed))	The	
Watch and shift arrangements discussed		1	77	Tu	
Cargo is Authorized for transfer to or from tanks			71	The	
Discuss if transfer will need to stopped to change tanks – sur	nh or receiving facilit	ν		Th	
Discuss transfer rates and max allowable to receiving facility	pry or receiving fueling		50		
(Facility/Vessel) properly vented (monitoring vacuum and po	sitive tanks pressure)		Tr	Tha	
Communications & No Language Barrier				SM	
8 Hoses and Connection - 33CFR 154,500			~	The second secon	
Nonmetallic hoses usable for oil or hazardous material service			-~	tin	
Proper connections (must be one of the following):			17	TIN	
Fusion 100 hammer union connections			tr	The	
Quick-disconnect coupling present on suction side of pump			Tr	TM	
Examine transfer hose markings or records.			Tr	Th	
Name of product handled; example "OIL SERVICE," or "H	AZMAT SERVICE"		TI	Th	
§ Examine Transfer Hose condition - 33CFR 156.170			0	C	
No unrepaired kinks, bulges, soft spots, loose covers, other d	efects		51	4m	
No cuts, slashes, or gouges that penetrate the first layer of ho	No cuts, slashes, or gouges that penetrate the first layer of hose reinforcement			in	
No external/internal deterioration				tm	
§ Emergency shutdown - 33CFR 156.170					
Test emergency shutdown - 33CFR 154.550 - who controls	s the emergency shutdo	own	π	ton	
Communication system continuously operated.	Communication system continuously operated.			Tm.	
Verify operating properly (Electric, pneumatic, or mechanica	al link to facility; electr	onic	16		
voice)	TI	TM			
Record test info in physical information.			17	try	
§ Examine closure device - 33CFR 154.520					
Verify enough to blank off ends of each hose /loading arm ne	ot connected for transfe	er	TT	tM	
§ Inspect Small Discharge Containment - 33CFR 154.530				1.25 1.0	
Inspect handling area and verify capacity (not less than 5 gal	lons).		11	ton	

	Pre-Transfer Conference and Agreement (Continued)	191	
	<u>TOPIC</u>	PIC	PIC
8 Ins	meet discharge containment equipment for oil & hazardous liquids - 33CFR 154 545	Denvering	Receiving
y ma	Verify booming for oil or bazmat transfer (if required by COTP)	++1	men.
	Verify adequate amount of equipment and/or absorbent material for initial response	Tre	Dia
	Inspect condition of response equipment stored on facility (if applicable)	Tr	Ten
	Verify availability of at least 200 feet of containment boom onsite within 1 hour	T	1m
	Verify means of deployment.	21	Ten
§ Ме	eans of Communication - 33 CFR 154.560		
0	Verify continuous two-way voice communication between vessel and facility PICs.	2	Th
1	Communications must meet the following requirements		101
	Portable Radio:		
	IF Flammable or Combustible Liquids	TI	Th.
	1. Marked or documented as intrinsically safe.	11	Im
	2. Certified as intrinsically safe by national testing labor certification organization.	75	Th
	Voice		
1	1. Be audible.	T	Th
	Test communications. SAT UNSAT	15	Th,
§ Ins	spect lighting systems - 33 CFR 154.570		
	Verify portable lighting for operations between sunrise and sunset (if applicable).	TS	Th
	At transfer operations work areas for facility and vessel	TC	Th
	At transfer connection points for facility and vessel	TI	Th
	Verify sufficient number or fire extinguishers.	Tr	im
	Verify protective equipment is ready to operate.	2	in
	Verify warning signs are adequate.	5	thi
	§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCE	DURES §	
	PIC for vessel/operator is required by §155.720 to have current transfer procedures		51
	Require vessel personnel to use the transfer procedures for each transfer operation		T1
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		TC
	Legibly printed language(s) understood by personnel engaged in transfer operation	-	41
	Permanently posted or available and used by members of crew engaged in transfer operation		Tr
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)		Tr
	Arrangements to monitor draft marks during transfer		15
-	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overfl	ow	11
-	Shutoff valve location or isolation device separating bilge or ballast from the transfer system		1 T
	Adequate containment on the vessel at loading or discharge connection		R
	Drains, Scuppers and overboard discnarges closed		71
	Procedures for emptying discharge containment system required by 88155 310 and 155 320		+
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material		1
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785		71
	Procedures for topping off tanks		TI
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		15
	I do cartify that I have norsonally inspected this facility or vessel with reference to	the requires	monts
	aforementioned and that I have indicated that the regulations have been complied	with if annli	cable.
EDACTED		in g appe	- Craci
		6-20	OXSX
		DATE	TIME /
			OPIL
		10-60	020
V	TITLE	DATE	TIME
	TO ANGEED COMDIETED. 1922 RANAL	16-2	1222
	AMOUNT (GALLONS)	DATE	TIME

AMOUNT (GALLONS)

DATE

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

PLAN APPROVAL

$\frac{ 6 22}{6\cdot20}$	
6/20 REDACTED 6-20 6 6-20 6 7 6 7 6 7 6 7 7 <	
6-20 6-20 06-20 16-20	
-6-20 6-20 06-20 NG -20	
4 US 6.20 -06-20 06 -20 	
-06 - 20	
-	





Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 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.
10. Prolonged exposure to elements (Heat Stress)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers).
11. Break time	 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 	 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	Potential for secondary contamination by absorption, injection, or ingestion	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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
EDACTED	H&S Program Manager	REDACTED		7/27/20
	1		PM	11-13-2
		ACKNOWLEDGEMENT		
Employee	Name	Signature		Date
				11-18-2020
				1118/20







Job Steps	Potential Hazards	Preventive Measures / Special PPE		
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible		
 Working in potentially hazardous atmospheres 	 Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	 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	 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 	 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	 Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	 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. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition. 		
9. Transfer of oil into transporter	 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 	 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 thern 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 ston if hazardous casses are 		





TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer /////8/2020						
	SUMMARY OF POTENTIAL HAZARDS (Check applicable)					
Heavy or aw movement	/kward lifting /		Pinch Points or caught betwee	Points or caught between		ng surfaces; slip, trip, fall
🗌 New / Inexp	erienced employee	es	Spill / containment		Heat stress enviro	nment
Struck by or	crush hazard		Noise levels (>85 dBA)			_
Hazardous l	iquids, vapors, was	te	🛛 Elevated surfaces / Fall / Ladd	ers		
APPLICABLE REGULATION / SOPS / ALERTS						
SMS 19.2 Vacuum Trucks						
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)						
Level A Level B Level C Level D	Hard Hat Safety Glasse	s ection	High Visibility Vest High Visibility Vest Long Sleeves / Coveralls Chemical protective clothing Respirator: 	☑ Leather Steel Toe Boots ☑ PFD / Work vest ☑ Disposable boot covers ☑ ☑ Neoprene Steel Toe Boots ☑ ☑ Gloves:		PFD / Work vest
			JOB HAZARD A	NALYSIS		
1. Pre-jol Behav	b Meetings ior Based Safety	 Pe op or Pe 	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when	• Th t v	 The operational plan, hazards and controls will be explicit to all involved personnel in Safety/Ops meeting. Person will be encouraged to ask questions if they are unsure any project details 	
		• Pe	azards are identified ersonnel do not report injuries, nesses, near misses or incidents	 Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact t supervisor if they discover a hazard Personnel will be instructed to report any injuries, illness near misses or incidents 		remind their crews of their lity to Stop work and contact their r a hazard d to report any injuries, illnesses,
2. Site Su Equipi	urvey and ment Set-up	 Ui Ec or In or 	neven working surfaces and trip azards. quipment not certified, not tested damaged nproper set-up due to untrained unqualified personnel	 Inspect site for correctable walking surface hazards. Floor correct unsafe conditions. Position equipment and he away from travel paths. Identify "no-go" areas. All equipment will be inspected for current certification testing and serviceable working condition prior to we Personnel will be pre-selected to perform tasks based verified competency. 		e walking surface hazards. Flag cr s. Position equipment and hoses Identify "no-go" areas. Dected for current certifications, working condition prior to work acted to perform tasks based on
3. Vehicl	e movements	Pe st ve ve m Ui ol	ersonnel, equipment or hoses ruck or crushed by moving whicles or equipment ehicles not inspected prior to ovements. Unsafe for travel. nsecured items create dropped oject or road hazards.	 Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Trapath 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. 		d for equipment movements. will clear the travel path. Travel s clear prior to movements. by drivers prior to travel and damage. to ensure that there are no ds are secured properly.
4. Moori workii	ng Vessel and ng near water	 Pe Ca Pe du Pe ov 	ersonnel struck by thrown lines or nught in "line of fire". ersonnel pinched or crushed uring vessel movements. ersonnel fall into the water. Man verboard.	 When tossing the mooring lines to the shore allow the to fall on the ground and pick them up. Do not attem catch mooring lines from the M/V. When mooring the vessel, keep hands, fingers, arms, a other body parts from between the mooring line and the bits on the dock Never work alone. All personnel within 5' of the docks of are required to wear a USCG approved PFD. Always d "man overboard" procedures prior to work. Have life r and recovery clan in place. 		lines to the shore allow the lines pick them up. Do not attempt to the M/V. keep hands, fingers, arms, and all tween the mooring line and the onnel within 5' of the docks edge SCG approved PFD. Always discuss ures prior to work. Have life ring e.
5. Conne	ecting hoses	Pr w Pr o d d h	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses ip/trip/fall hazards while working	Id i - T i : : : : : : : : : : : : : : : : : :	lentify, communicate and including cam-lock conne parts or equipment ransfer hoses can be hea hoses employees shall us including keeping your ba as lifting with your knees bserve good housekeepir	d avoid all crush/pinch points: actions, vehicles and other moving avy and when handling these be proper ergonomic practices ack as straight as possible as well and not your back ang and maintain situational











TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 1 1 1 20 20 20				
95 (Check applicable)				
Working and walking surfaces; slip, trip, fall				
Heat stress environment				
SOPS / ALERTS				
PMENT (Check applicable)				
Leather Steel Toe Boots PFD / Work vest				
Disposable boot covers				
Neoprene Steel Toe Boots				
⊠ Gloves:				
LYSIS				
Preventive Measures / Special PPE				
 The operational plan, nazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personne 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 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 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 travel and after travel for potential damage. Vehicles will be inspected to ensure that there are no 				
 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. 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 ctraight as appricipate on use! 				



8

SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 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.
10. Prolonged exposure to elements (Heat Stress)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers).
11. Break time	 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 	 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	 Potential for secondary contamination by absorption, injection, or ingestion 	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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 & 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
Peter Brause, CSP	H&S Program Manager			7/27/20
	ACI	KNOWLEDGEMENT		

REDACTED	Employee Name	Date
		11-17.20
		11-17-20
1		



SAFETY MANAGEMENT SYSTEM



Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	 Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	 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	 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 	 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	 Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	 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. Polypropylere 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 the m 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. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	 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 	 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

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 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.
10. Prolonged exposure to elements (Heat Stress)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers).
11. Break time	 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 	 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	 Potential for secondary contamination by absorption, injection, or ingestion 	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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

Position/Title	Reviewed By	Position/T	itle Date
H&S Program Manager			7/27/20
	REDACTED	PM	11-16-28
	ACKNOWLEDGEMENT		
Name	, Signature		Date
			11-16-2020
			11-16-20
	Position/Title H&S Program Manager	Position/Title Reviewed By H&S Program Manager REDACTED ACKNOWLEDGEMENT ACKNOWLEDGEMENT	Position/Title Reviewed By Position/T H&S Program Manager Image:

 \overline{v}





Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	 Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	 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.
 Energizing pneumatic equipment 	 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 	 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	 Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	 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. Polypropyler e 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	 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 	 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 casses are

NRC	SAFETY MANAGEMENT SYSTEM	SAFETY IT'S THE WAY TO GO!
Form 8.1.7	Site Specific Safety Plan	Revision: 08/2019
	Project Name: <u>MC20 Recovered Crude Oil Transfer</u>	
L		F Y

NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS				
Shore side NRC Project Manager	Jesse Bridges (985) 502-7190			
Director of Marine Ops	David Kendall (281) 914-6577			
Director of Operations	Ray Mc Coy (631) 236-2512			
Yard Manager	Darryl Prout (985) 396-4518			
H&S Program Manager	Peter Brause, CSP (310) 387-2639			
VP Health & Safety	Ken Koppler, CIH, CSP (971) 285-0450			
Hospital / Medical Intervention	Lady of the Sea Hospital; Galliano, LA (985) 632-6401			

	A			
Date: /i/	061	2020	Start Time:	Job Number: <u>19-0192</u>

□ Land Emergency Response □ Marine Emergency Response □ Land Service ⊠ Marine Service

SITE DESCRIPTION / WORK SUMMARY

The site is the Port Fourchon Facility: 554 Dudley Bernard Rd. Port Fourchon, LA. 70357 (985) 396-4518

NRC will facilitate removing recovered crude oil from the well located at MC20 project. The M/V______ has been collecting crude oil from the location and storing it on Marine Portable Tanks (MPTs) located on her deck. The vessel 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 Port Fourchon 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______ 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 vessel 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 Port Fourchon 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.





TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer						
Section of the sectio	SUMMARY OF POTENTIAL HAZARDS (Check applicable)					
Heavy or awkward lifting / Pinch Points or caught between movement			en 🛛 Working and walking surfaces; slip, trip, fall			
New / Inexp	erienced employee	es	Spill / containment		Heat stress enviro	nment
Struck by or	crush hazard		Noise levels (>85 dBA)			
Hazardous I	iquids, vapors, was	te	Elevated surfaces / Fall / Ladd	ers		
	1		APPLICABLE REGULATION	/ SOPS / AL	ERTS	
SMS 19.2 Va	acuum Trucks					
		М	NIMUM PERSONAL PROTECTIVE EC	UIPMENT (Check applicable)	
Level A Level B Level C Level D	Hard Hat	s ection	 ☐ High Visibility Vest ☑ Long Sleeves / Coveralls ☐ Chemical protective clothing ☐ Respirator: 	Leathe	r Steel Toe Boots able boot covers ene Steel Toe Boots :	☑ PFD / Work vest ☑ □ □
	h Stone		JOB HAZARD A	VALYSIS	Droventive Mean	surge / Special DDE
1. Pre-jo Behav	b Meetings ior Based Safety	 Pe or Pe ha Pe illi 	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when izards are identified ersonnel do not report injuries, nesses, near misses or incidents	 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 the supervisor if they discover a hazard Personnel will be instructed to report any injuries, illnessen near misses or incidents 		ards and controls will be explained in Safety/Ops meeting. Personne & questions if they are unsure of remind their crews of their lity to Stop work and contact their er a hazard d to report any injuries, illnesses.
2. Site Si Equip	urvey and ment Set-up	 Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel 		 In a Al t Pe 	spect site for correctabl correct unsafe condition away from travel paths. Il equipment will be insp testing and serviceable v ersonnel will be pre-sele verified competency	le walking surface hazards. Flag or is. Position equipment and hoses Identify "no-go" areas. Dected for current certifications, working condition prior to work ected to perform tasks based on
3. Vehicl	e movements	Pe st ve ve m u ot	ersonnel, equipment or hoses ruck or crushed by moving whicles or equipment ehicles not inspected prior to ovements. Unsafe for travel. nsecured items create dropped oject or road hazards.	 Ground guides will be used for equipment moven Non-essential personnel will clear the travel pat path will be confirmed as clear prior to moveme Vehicles will be inspected by drivers prior to trave after travel for potential damage. Vehicles will be inspected to ensure that there ar loose items and that loads are secured properly 		ed for equipment movements. I will clear the travel path. Travel is clear prior to movements. I by drivers prior to travel and I damage. I to ensure that there are no ds are secured properly.
4. Moor worki	ing Vessel and ng near water	Pe ca Pe du Pe ov	 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. 		/hen tossing the mooring to fall on the ground and catch mooring lines from /hen mooring the vessel, other body parts from be bits on the dock ever work alone. All pers are required to wear a U "man overboard" proced and recovery plan in place	I lines to the shore allow the lines pick them up. Do not attempt to the M/V. keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge SCG approved PFD. Always discuss ures prior to work. Have life ring te.
5. Conne	ecting hoses	 P W P O d h SI 	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses ip/trip/fall hazards while working	• Ic	tentify, communicate and including cam-lock conne parts or equipment Transfer hoses can be he hoses employees shall us including keeping your b as lifting with your knees bbserve good housekeepi	a avoid all crush/pinch points: ections, vehicles and other moving avy and when handling these se proper ergonomic practices ack as straight as possible as well s and not your back ng and maintain situational



1.11



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 detected. PPE will be upgraded according to the concentration of hazards detected. If personnel will work at heights above 6': fall protection w II 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.
 Prolonged exposure to elements (Heat Stress) 	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers).
11. Break time	 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 	 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	Potential for secondary contamination by absorption, injection, or ingestion	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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 3 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/Ti	tle Date
Peter Brause, CSP	H&S Program Manager			7/27/20
	RED	ACTED	pm	11/06/20
	Δ	ACKNOWLEDGEMÉŃT		
Employee	Name	Signature		Date
ED				1116/20
				111012
				11/6/20
				110100





TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer						
			SUMMARY OF POTENTIAL HAZA	RDS (Check	applicable)	
Heavy or awkward lifting /			en	Working and walking surfaces; slip, trip, fall		
New / Inexp	erienced employee	es	Spill / containment		Heat stress environment	
Struck by or	crush hazard		🛛 Noise levels (>85 dBA)			
Hazardous li	iquids, vapors, was	te	Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	/ SOPS / AL	ERTS	
SMS 19.2 Va	cuum Trucks					
TR PESSE	A story Page 1	MI	NIMUM PERSONAL PROTECTIVE EC	QUIPMENT (Check applicable)	
Level A	🖂 Hard Hat		High Visibility Vest	🛛 Leathe	er Steel Toe Boots	PFD / Work vest
Level B	🛛 Safety Glasse	S	Long Sleeves / Coveralls	Dispos	able boot covers	
Level C	Face Shield		Chemical protective clothing	Neopre	ene Steel Toe Boots	
🛛 Level D	Hearing Prote	ection	Respirator:	Gloves	i:	
			JOB HAZARD A	NALYSIS		
tot O	o Steps		Potential Hazards	т	Preventive Meas	sures / Special PPE
2. Site Su Equipr	ior Based Safety irvey and nent Set-up	 Pe Pe ill Ui ha Ec or In 	perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when azards are identified ersonnel do not report injuries, nesses, near misses or incidents neven working surfaces and trip azards. guipment not certified, not tested damaged nproper set-up due to untrained ungualified personnel	• Ir • Pe	to all involved personnel i will be encouraged to ask any project details mmediate supervisor will a Authority and Responsibil supervisor if they discove ersonnel will be instructed near misses or incidents aspect site for correctable correct unsafe condition away from travel paths. Il equipment will be insp testing and serviceable v ersonnel will be pre-sele	in Safety/Ops meeting. Personnel equestions if they are unsure of remind their crews of their ity to Stop work and contact their r a hazard d to report any injuries, illnesses, e walking surface hazards. Flag or s. Position equipment and hoses Identify "no-go" areas. eccted for current certifications, working condition prior to work cted to perform tasks based on
3. Vehicl	e movements	Pe st ve we m U ot	ersonnel, equipment or hoses ruck or crushed by moving chicles or equipment chicles not inspected prior to ovements. Unsafe for travel. nsecured items create dropped oject or road hazards.	• G • V • V	verified competency fround guides will be use Non-essential personnel path will be confirmed as dehicles will be inspected after travel for potential dehicles will be inspected loose items and that load	d for equipment movements. will clear the travel path. Travel s clear prior to movements. by drivers prior to travel and damage. to ensure that there are no ds are secured properly.
4. Moori workir 5. Conne	ng Vessel and ng near water ecting hoses	Pe Ca Pe du Pe Ov	ersonnel struck by thrown lines or hught in "line of fire". ersonnel pinched or crushed uring vessel movements. ersonnel fall into the water. Man verboard.	• W • W	When tossing the mooring to fall on the ground and catch mooring lines from When mooring the vessel, other body parts from bel bits on the dock lever work alone. All perso are required to wear a US "man overboard" procedu and recovery plan in plac dentify, communicate and	lines to the shore allow the lines pick them up. Do not attempt to the M/V. keep hands, fingers, arms, and all tween the mooring line and the onnel within 5' of the docks edge SCG approved PFD. Always discuss ares prior to work. Have life ring e.
		• Pr o d hr • Si	hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses ip/trip/fall hazards while working	• 1 • <u>c</u>	including cam-lock conne parts or equipment Transfer hoses can be hea hoses employees shall us including keeping your ba as lifting with your knees Observe good housekeepir	actions, vehicles and other moving avy and when handling these se proper ergonomic practices ack as straight as possible as well and not your back ang and maintain situational







TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer $1 / 17 / 20 Ci$					
144 August Au	Sector Sec	SUMMARY OF POTENTIAL HAZA	RDS (Check	applicable)	
Heavy or awkward lifting movement	:/	Pinch Points or caught between		Working and walki	ng surfaces; slip, trip, fall
New / Inexperienced em	ployees	Spill / containment		🛛 Heat stress enviro	onment
Struck by or crush hazard	1	Noise levels (>85 dBA)			
Hazardous liquids, vapor	s, waste	Elevated surfaces / Fall / Ladd	ers		
	130-4-21	APPLICABLE REGULATION	/ SOPS / AL	ERTS	
SMS 19.2 Vacuum Trucks	5				
	M	NIMUM PERSONAL PROTECTIVE EC	QUIPMENT (Check applicable)	
Level A 🛛 Hard Ha	at	High Visibility Vest	🛛 Leathe	r Steel Toe Boots	PFD / Work vest
🗌 Level B 🛛 🛛 Safety 🤇	Glasses	Long Sleeves / Coveralls	Dispos	able boot covers	
Level C Face Sh	ield	Chemical protective clothing	Neopre	ene Steel Toe Boots	
🛛 Level D	Protection	Respirator:	Gloves	:	
	1	JOB HAZARD A	NALYSIS		
Job Steps		Potential Hazards		Preventive Meas	sures / Special PPE
2. Site Survey and Equipment Set-up	iety of or Pre- hi Pre- hill Pre- hill Pre- hill Pre- ill of of of of of of of of of of of of of	representational plan, relevant hazards relevant hazards relevant hazards resonnel do not stop work when azards are identified ersonnel do not report injuries, nesses, near misses or incidents neven working surfaces and trip azards. quipment not certified, not tested r damaged noproper set-up due to untrained r unqualified personnel	• In • In • Pe • In • Al • Pi	o all involved personnel in Safety/Ops meeting. Person vill 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 the supervisor if they discover a hazard ersonnel will be instructed to report any injuries, illness hear misses or incidents spect site for correctable walking surface hazards. Fla correct unsafe conditions. Position equipment and ho away from travel paths. Identify "no-go" areas. Il equipment will be inspected for current certification testing and serviceable working condition prior to wo ersonnel will be pre-selected to perform tasks based of	
S. Vehicle movement A. Mooring Vessel an working near wate	s Pr st vr vr vr vr vr vr vr vr vr vr vr vr vr	ersonnel, equipment or hoses ruck or crushed by moving ehicles or equipment ehicles not inspected prior to iovements. Unsafe for travel. nsecured items create dropped bject or road hazards. ersonnel struck by thrown lines or aught in "line of fire". ersonnel pinched or crushed uring vessel movements. ersonnel fall into the water. Man verboard.	• G • V • V • W • W	round guides will be use Non-essential personnel path will be confirmed a ehicles will be inspected after travel for potential ehicles will be inspected loose items and that loa <i>I</i> hen tossing the mooring to fall on the ground and catch mooring lines from <i>I</i> hen mooring the vessel, other body parts from be bits on the dock ever work alone. All pers are required to wear a U "man overboard" proced and recovery plan in plac dentify. communicate and	ed for equipment movements. will clear the travel path. Travel is clear prior to movements. by drivers prior to travel and damage. It o ensure that there are no ds are secured properly. lines to the shore allow the lines pick them up. Do not attempt to the M/V. keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge SCG approved PFD. Always discuss ures prior to work. Have life ring te.
5. Connecting hoses	P W P d h S	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses lip/trip/fall hazards while working	اد • 00	including cam-lock conne parts or equipment Fransfer hoses can be he hoses employees shall us including keeping your b as lifting with your knees ibserve good housekeepi	a avoid all crush/pinch points: ections, vehicles and other moving avy and when handling these se proper ergonomic practices ack as straight as possible as well and not your back ng and maintain situational



8

SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 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.
10. Prolonged exposure to elements (Heat Stress)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers).
11. Break time	 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 	 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	 Potential for secondary contamination by absorption, injection, or ingestion 	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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 & 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

H&S Program Manager	
	7/27/20
ACKNOWLEDGEMENT	
Employee Name Signature	Date

-17-2



SAFETY MANAGEMENT SYSTEM



Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	 Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	 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	 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 	 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	 Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	 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. Polypropylere 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 the m 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. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	 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 	 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

Job Steps	Potential Hazards	Preventive Measures / Special PPE				
		 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. 				
10. Prolonged exposure to elements (Heat Stress)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers). 				
11. Break time	 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 	 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	 Potential for secondary contamination by absorption, injection, or ingestion 	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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/T	itle Date
REDACTED	H&S Program Manager			7/27/20
		REDACTED	PM	11-16-202
		ACKNOWLEDGEMENT		
Employee	Name	2 Signature		Date
DACIED				11-16-2020
				11-16-20

 $\overline{\mathbf{v}}$





Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	 Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire 	 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.
 Energizing pneumatic equipment 	 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 	 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	 Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors 	 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. Polypropyler e 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. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	 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 	 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 casses are

NRC	SAFETY MANAGEMENT SYSTEM	SAFETY ITS THE WAY TO GOD
Form 8.1.7	Šite Specific Safety Plan	Revision: 08/2019
	Project Name: MC20 Recovered Crude Oil Transfer	

NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS					
Shore side NRC Project Manager	Jesse Bridges (985), 502-7190				
Director of Marine Ops	David Kendall (281) 914-6577				
Director of Operations	Ray Mc Coy (631) 236-2512				
Yard Manager	Darryl Prout (985) 396-4518				
H&S Program Manager	Peter Brause, CSP (310), 387-2639				
VP Health & Safety	Ken Koppler, CIH, CSP (971) 285-0450				
Hosp ital / Medical Intervention	Lady of the Sea Hosp ital: Galliano, LA(985) 632-6401				

A		r		
Date: /i/	067	2020	Start Time: 6600	Job Number: <u>19-0192</u>

□ Land Emergency Response □ Marine Emergency Response □ Land Service ⊠ Marine Service

SITE DESCRIPTION / WORK SUMMARY

The site is the Port Fourchon Facility: 554 Dudley Bernard Rd. Port Fourchon, LA. 70357 (985) 396-4518

NRC will facilitate removing recovered crude oil from the well located at MC20 project. The M/V______ has been collecting crude oil from the location and storing it on Marine Portable Tanks (MPTs) located on her deck. The vessel 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 Port Fourchon 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______ 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 vessel 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 Port Fourchon 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.





TASK DESC	RIPTION: MC 2	20 Reco	overed Crude Oil / Vessel t	o Shore T	Transfer		
			SUMMARY OF POTENTIAL HAZA	RDS (Check	applicable)		
Heavy or aw movement	/kward lifting /		Pinch Points or caught betwee	en 🛛 Working and walking surfaces; slip, trip, fall			
New / Inexp	erienced employee	es	Spill / containment		Heat stress enviro	nment	
Struck by or	crush hazard		🛛 Noise levels (>85 dBA)				
Hazardous li	iquids, vapors, was	te	Elevated surfaces / Fall / Ladd	ers			
			APPLICABLE REGULATION	/ SOPS / AL	ERTS		
SMS 19.2 Va	acuum Trucks						
		МІ	NIMUM PERSONAL PROTECTIVE EC	QUIPMENT (Check applicable)		
Level A	Hard Hat	s ection	□ High Visibility Vest □ Leather □ Long Sleeves / Coveralls □ Disposa □ Chemical protective clothing □ Neopres □ Respirator: □ Gloves:		r Steel Toe Boots able boot covers ene Steel Toe Boots :	PFD / Work vest	
	h Stons		JUB HAZARD A	VALYSIS	B Proventive Meas	surge / Special DDE	
1. Pre-job Meetings Behavior Based Safety		 Pe or Pe ha Pe illi 	 The operational plan, hazards and controport involved personnel in Safety/Ops in will be encouraged to ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor will remind their created ask questions if the any project details Timediate supervisor if the ask questions as the any project details Timediate supervisor if the ask questions as the any project details 			rrds and controls will be explained in Safety/Ops meeting. Personne c questions if they are unsure of remind their crews of their lity to Stop work and contact their er a hazard d to report any injuries, illnesses.	
 2. Site Survey and Equipment Set-up Uneven working surfaces and tri hazards. Equipment not certified, not test or damaged Improper set-up due to untraine or unqualified personnel 			neven working surfaces and trip izards. guipment not certified, not tested damaged aproper set-up due to untrained unqualified personnel	 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. Vehicl	3. Vehicle movements • Perso struct vehic • Vehic move • Unse		 Ground guides will be used for equipment or hoses Ground guides will be used for equipment Non-essential personnel will clear th path will be confirmed as clear prior Vehicles will be inspected by drivers pafter travel for potential damage. Vehicles will be inspected to ensure th loose items and that loads are secured. 		ed for equipment movements. I will clear the travel path. Travel is clear prior to movements. I by drivers prior to travel and I damage. I to ensure that there are no ds are secured properly.		
 4. Mooring Vessel and working near water 4. Personnel struck by thrown lines or caught in "line of fire". 6. Personnel pinched or crushed during vessel movements. 6. Personnel fall into the water. Man overboard. 		• W	/hen tossing the mooring to fall on the ground and catch mooring lines from /hen mooring the vessel, other body parts from be bits on the dock ever work alone. All pers are required to wear a U "man overboard" procedu and recovery plan in plac	I lines to the shore allow the lines pick them up. Do not attempt to the M/V. keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge SCG approved PFD. Always discuss ures prior to work. Have life ring te.			
5. Conne	ecting hoses	 P W P O d h S 	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses ip/trip/fall hazards while working	• Ic	dentify, communicate and including cam-lock conne parts or equipment Fransfer hoses can be he hoses employees shall us including keeping your b as lifting with your knees bbserve good housekeepi	d avoid all crush/pinch points: ections, vehicles and other moving avy and when handling these se proper ergonomic practices ack as straight as possible as well s and not your back ng and maintain situational	





SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE				
		 detected. PPE will be upgraded according to the concentration of hazards detected. If personnel will work at heights above 6': fall protection w II 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)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers). 				
11. Break time	 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 	 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	 Potential for secondary contamination by absorption, injection, or ingestion 	 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	 First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage 	 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 3 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
REDACTED	H&S Program Manager			7/27/20
		REDACTED	pm	11/06/82
		ACKNOWLEDGEMENT		
Employee Name		Signature		Date





TASK DESC	RIPTION: MC 2	20 Reco	overed Crude Oil / Vessel	to Shore T	Transfer	12020		
			SUMMARY OF POTENTIAL HAZA	ARDS (Check	applicable)			
Heavy or aw movement	/kward lifting /		Pinch Points or caught betwee	en 🛛 Working and walking surfaces; slip, trip, fall				
🗌 New / Inexp	erienced employe	es	Spill / containment		🛛 Heat stress enviro	nment		
Struck by or	crush hazard		Noise levels (>85 dBA)					
Hazardous l	iquids, vapors, was	te	Elevated surfaces / Fall / Ladd	ers				
			APPLICABLE REGULATION	/ SOPS / AL	ERTS			
SMS 19.2 Va	acuum Trucks							
TRACK STATE	A Section 1	MI	NIMUM PERSONAL PROTECTIVE E	QUIPMENT (Check applicable)	Chines (The second		
Level A	Hard Hat		High Visibility Vest	🛛 Leathe	er Steel Toe Boots	PFD / Work vest		
Level B	Safety Glasse	S	Long Sleeves / Coveralls	Dispos	able boot covers	□		
Level C	Face Shield		Chemical protective clothing	Neopre	ene Steel Toe Boots			
🛛 Level D	Hearing Prote	ection	Respirator:	Gloves	i			
	I		JOB HAZARD A	NALYSIS				
lot O	b Steps		Potential Hazards		Preventive Meas	sures / Special PPE		
 Pre-jo Behav Site Su Equipr 3. Vehicl 	1. Pre-job Meetings Behavior Based Safety • F 2. Site Survey and Equipment Set-up • F 3. Vehicle movements • F		 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 Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel Personnel, equipment or hoses struck or crushed by moving vehicles or equipment Vehicles not inspected prior to 		 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 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 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 travel and offer travel for perform tasks due to travel and a structed by drivers prior to travel and a structure for perform tasks due to the travel path. 			
4. Moori workir	 Unsecured items create dropped object or road hazards. Mooring Vessel and working near water Personnel struck by thrown lines o caught in "line of fire". Personnel pinched or crushed during vessel movements. Personnel fall into the water. Man overboard. 		oject or road hazards. ersonnel struck by thrown lines or aught in "line of fire". ersonnel pinched or crushed uring vessel movements. ersonnel fall into the water. Man verboard.	Ioose items and that loads are secured properly. or When tossing the mooring lines to the shore allow to fall on the ground and pick them up. Do not at catch mooring lines from the M/V. • When mooring the vessel, keep hands, fingers, arm other body parts from between the mooring line a bits on the dock • Never work alone. All personnel within 5' of the doc				
5. Conne	ecting hoses	 P w P o d h s 	ersonnel crushed or pinched while connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses lip/trip/fall hazards while working	 Rever work table: An personner writin's of the dock are required to wear a USCG approved PFD. Always "man overboard" procedures prior to work. Have life and recovery plan in place. Identify, communicate and avoid all crush/pinch poir including cam-lock connections, vehicles and other parts or equipment Transfer hoses can be heavy and when handling the hoses employees shall use proper ergonomic practicity including keeping your back as straight as possible as lifting with your knees and not your back 				

	1	& R '	TRANSP	OR	тіі	С	NIGHTS	AWAY:	
ORDERNO		702 Hw	/ 190 West. Po	rt Alle	n. LA 7076	7		HER	
332340		Phone (2	225) 387-0894	1-8	00-545-940)1			
CUSTOMER P.O.		ORDERE BY	ED			RELEASE NO.			
LOAD 11/17/20 DATE	TIME 06:00		DING ^{REDACTED} /ER			RUCK /66 0.	tL TR NO		19
DELIVERY 11/17/20 DATE	11:00 TIME	DEL	VERY /ER		TI	киск 0. 76	GIL TR	AILER . 848	3
BILL TREACY INDUSTRIE 308 St George Ave Jefferson, LA 70121	S, LLC		CONSIGNEFOI 1825 River roa Berwick, LA 70	1L ad 0342					
Inside GIS yard 554 Dudley Bernard F Golden Meadow, LA 7 TRAILER AP BOVED & THO Shipper Signature	d 0357 RIZED TO LOA		-					1	
REPER TO SHIPPIN	IG DOCUMENT	S BA	SIC DESCRIPTION						QUANTITY GAL/WT
								1	
DRIVER SPECIAL									
INSTRUCTIONS									
	NAL:					ED TO TE	RMINAL:		
ACCESSORIAL CHARGES		PUMP	BLOWER EXTRA H	OSE (FT)	EXTRA STOPS	WASH O	JT IN-TRANSIT HEA	T SCALES/TOLLS	LAYOVER
	LOADING								
	DELIVERY								
TRAILER RENTAL	DELIVERY DATE:	_	TIME:		GROSS		TARE	NET	
TRAILER NO	PICK UP DATE:		TIME:						
	(a'DD) DAL OF		70 444 5141014	7.0	0 An DEDW	7.	HOUR	3	
REASON DELAYED:	. <u>w.oo [m</u> _3]	ART	FINISH:	100	DEPAI	RT: <u>/</u>	DELAT	ED:	
AUTHORIZATION TO UNI pertaining to this shipment, verified the are correct and the receiving tank will he	DAD This is to cert product and the quantity old the product. The drive	tify that I have tendered for er is authorized	e checked the documents delivery. The connections d to unload.	s REC s SIG					
DELIVERY DATA	s:s		FINISH:		DEPAI	RT:	HOUR DELAY	S 'ED:	
REASON DELAYED:									1
								0500f @20 4	0200
IN CASE WHERE		KE UR		RGE	INCY CA	LLCH	EMIREC 1	-000-424	-9300
		}	SHIPPEH						

		0 0			0	NIGHTS A	WAY	_
	L	άB	IKANSPO	JRI, L.L	.C.		EP.	
338525	F	702 Hw Phone (2	y 190 West, Port 225) 387-0894	Allen, LA 7076 1-800-545-940	7)1	WLL.V	WILLIAMB	
CUSTOMER P.O.		ORDER		-	RELEASE NO.		4	
LOAD 11/17/20 DATE	TIME 06:00		DING AVEE /ER	TF	RUC K⁶570 D.	TRAI NO.	LE800096	
DELIVERY 11/17/20 DATE	TIME 11:00	DEL	IVERY /ER		RUCK D.	TRAI NO.	LER	
BILL TESACY INDUSTRIES 308 St George Ave Jefferson, LA 70121 SHIPPERVILLION DOCK Inside GIS yard 554 Dudiey Bernard R Golden Meadow, LA 70 TRAILER A TRAILER A TRAILER A VED & AUTHOR Shipper Signature REFER TO SHIPPIN	d D357 NZED TO LOAD:	5 B/	CONSIGNEE 1825 River road Berwick, LA 703	242				QUANTITY GAL/WT
DRIVER SPECIAL INSTRUCTIONS						- 1	<i>P</i> 22	in th
	IAL:			TIME RETURN	ED TO TERM			
ACCESSORIAL CHARGES		PUMP	BLOWER EXTRA HOS	E (FT) EXTRA STOPS	WASHOUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
	LOADING							
	DELIVERY							
	DELIVERY DATE: PICK UP		TIME:	GROSS	TAF	E	NET	
TRAILER NO	DATE:		TIME:					
LOADING DATA ARRIVE REASON DELAYED:	:ST	ART:	FINISH:	DEPA	RT:	HOURS	:D:	
AUTHORIZATION TO UNL pertaining to this shipment, verified the p are correct and the receiving tank will ho	.OAD This is to cert product and the quantity Id the product. The drive	ify that I have tendered for er is authorize	e checked the documents delivery. The connections d to unload.	RECEIVER'S SIGNATURE				
DELIVERY DATA	:ST	ART:	FINISH:	DEPA	RT:		:D:	
REASON DELAYED:			_					
IN CASOPUY-MC20-D&M			OTHER EME		CHE	MTREC 1.	570163124-	9300
	, OF ILL, I IF		SHIPPER	CENCT CA		MILLEO 1.	000-424*	

	1.8	S B .	TRANSE	POF	тіт	С	NIGHT	S AWAY:	-
ORDER NO.	7	02 Hw	/ 190 West. Po	ort Alle	en. LA 707	67	DISPA	TCHER	
338530	PI	hone (2	225) 387-0894	1-8	00-545-94	01	REDACTE		
CUSTOMER P.O.		ORDERE BY				RELEA NO.	SE	1	
LOAD 11/18/20	TIME 06:00		DING <mark>redacted</mark> /ER		-	RUCK	13L N	RAILEB00279	
DELIVERY 11/18/20 DATE	тіме 07:25	DEL DRIV	IVERY /ER			RUCK	ר א	RAILER 10.	
BILL TO: LEGACY INDUSTRIES 308 St George Ave Jefferson, LA 70121 SHIPPER: COUVILLION DOCK	S, LLC		CONSIGNEE: ACADIANA O 1825 River ro Berwick, LA 7	91L ad 10342					
TRAILER A _{REDACTED} & AUT OR	d 0357 IZED TO LOAD [.]								
Shipper Signature _									
REFER TO SHIPPIN	G DOCUMENTS	BA	ASIC DESCRIPTION		-				QUANTITY GAL/WT
								The second	
	-								
*									
INSTRUCTIONS									
TIME DEPARTED FROM TERMIN	AL:						ERMINAL:		
ACCESSORIAL CHARGES		PUMP	BLOWER EXTRA I	HOSE (FT)	EXTRA STOPS	WASH	UT IN-TRANSIT H	EAT SCALES/TOL	LS LAYOVER
	LOADING				-				
	DELIVERY						WEIGHT D		
	DELIVERY DATE:		TIME:		GROSS		TARE	NET	
TRAILER NO	DATE:		TIME:						_
LOADING DATA	STA	RT:	FINISH:		DEP	ART:	HOU DEL	IRS AYED:	
pertaining to this shipment, verified the pu are correct and the receiving tank will hole	OAD This is to certify roduct and the quantity te d the product. The driver i	that I have ndered for s authorize	e checked the documer delivery. The connection d to unload.	ns SIG		K			
	STA	RT:	FINISH:		DEP/	ART:	HOL DEL	IRS AYED:	-
		7							
								ł	
IN CASE OFF 20 PAN	RPS-POC-00049IR	EOR	OTHER EM	ERGE	ENCY CA		IEMTREC	1-800-42	4-9300
			SHIPPE	R	al .				

		8 R '	TRAN	ISPOR	THE	С	NIGHTS	AWAY:	
ORDER NO.		02 Hwy	190 We	st. Port Alle	n. I A 707	67		CHER	
338529	P	hone (2	25) 387-	0894 1-8	00-545-94	101			
CUSTOMER P.O.		ORDERE BY	D		1	RELEA NO.	SE		
LOAD 11/17/20 -	IME 06:00	LOAI	DING	ACTED	1	TRUCK 49 NO.	3L TR NO	AILE ROO 279 D.	
DELIVERY 11/17/20 -	TIME 11:00	DELI	VERY ′ER			TRUCK NO.	TF	RAILER D.	
BILL TO ACY INDUSTRIES 308 St George Ave Jefferson, LA 70121 SHIPPER/ILLION DOCK Inside GIS yard 554 Dudley Bernard Ro Golden Meadow, LA 70 TRAILER Shipper Signature REFER TO SHIPPING	LLC 357 B DOCUMENTS	BA	CONSIG 1825 R Berwick	NEE: iver road a, LA 70342					QUANTITY GALWT
TIME DEPARTED FROM TERMIN	AL:					NED TO TE	ERMINAL:		
ACCESSORIAL CHARGES		PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	S WASH O	UT IN-TRANSIT HE	AT SCALES/TOLLS	S LAYOVER
	DELIVERY			1					1
TRAILER RENTAL	DELIVERY			P L	GROSS		WEIGHT DA		
TRAILER NO.	DATE: PICK UP DATE:		_ TIME: TIME:		GRUSS		IARE	NET	
LOADING DATA ARRIVE: REASON DELAYED:	ST/	ART:		FINISH:	DEP	ART:	HOUF DELA	RS YED:	-
AUTHORIZATION TO UNL pertaining to this shipment, verified the pr are correct and the receiving tank will hole	OAD This is to certinoduct and the quantity to the product. The driver	fy that I have endered for r is authorized	e checked the delivery. The c d to unload.	documents REC connections SIG	CEIVER'S	X			
	ST/	ART:		FINISH:	DEP	ART:	HOUF DELA	RS YED:	
					-	_			
DRIVER REMARKS									
							9		
IN CA QUUY-MC20-D&ML	RPT-0004910			EMERCE			EMTREC	1-550663124	-0300
	, OFILL, FIR		SHER				LINIALO	1-000-424	-3300

TRAIGHT BILL OF LADIN	JG – SHORT FORM	Date 1/ 17/201	Bill of La	adine No. 336	529
esponse telephone number under "Emi	ergency Response Phone Numb	er.	Shinner	No	
hipping Order	LTR TRAVA	1-	Carrier	No.	
		me of Carrier)			
Consignee Acadian 0	11	Shipper Cellivan	Poele	-	
itreet 1975 RIVEN	2.20	Street 554 DL	nalley 1	server 1	20
Destination Benerul	LK Zip Code 7084	Drigin	Zip C	ode 7137	2
loute: 194118	Vehicle No. 749	31SCAC	Eme	rgency Response /	
No. Shipping Units +HM Kind of Packaging, D Special Marks	escription of Articles Commodities requiring stowing must be so ma ordinary care. See Sect	ng special or additional care or attention in handling or nked and packaged as to ensure safe transportation with ion 2(e) of Nacional Motor Freight Classification, Item 36D	Weight (Subject to Correction)*	Rate or Class	CHARGES
SBL X UND	of Retrojum (pille Oil	77,500		
	1			5	
	11/10 2111				
	140.50013				
If the shipment moves between two ports b arrier by water, the law requires that the bill state whether weight is "carrier's or shipper's	y a REMIT of lading C.O.D. TO: s weight". ADDRESS	C.O.D. C.O.D. FEE: PREPAID	\$	TOTAL CHARGES: \$	
Note-Where the rate is dependent on value state specifically in writing the agreed or dec The agreed or declared value of the property by the shipper to be not exceeding \$ per	e, shippers are required to lared value of the property. is hereby specifically stated charges.	ction 7 of the conditions, if this shipment is to be the consignor, the consignor shall sign the follow ACTED (Signature of Consignor)	delivered to the cons ing statement.	all other	EIGHT CHARG Appropriate reight prepaic ollect
RECEIVED, subject to the classifications d condition of contents of packages unknown somporation in possession of the property ur stination. It is mutually agreed as to each c ty, that every service to be performed hereu e date hereof, if this is a rail or a railwater le terms and conditions of the sad bill of lac	and lawfully filed tariffs in effect on the data n, marked, consigned, and destined as indi- nder the contract agrees to carry to its us- sarrier of all or any of, said property over a nder shall be subject to all the terms and shipment or [2] in the applicable motor ca- ling, set forth in the classification or tariff	e of the issue of this Bill of Lading, the property cated above which said carrier (the word carrier sual place of delivery at said destination, if on its III or any portion of said route to destination and conditions of the Uniform Domestic Streight Bill o arrier classification or tariff, if this is a motor ci which governs the transportation of this shipmen	described above in a being understood thr route, otherwise to as to each party at f Lading set forth (1) arrier shipment. Ship t, and the said terms	parent good order, exce oughout this contract as leliver to another carrier any time interested in a in Uniform Freight Clas per hereby certifies that s and conditions are her	ept as noted (cc s meaning any on the route I II or any of said sifications in eff he is familiar v rehy agreed to
hipper and accepted for himself and his assigns.		t of The format and content of hazardous item list is t	he responsibility of individ	gulations Note: Liabilit	y limitation for
hipper and accepted for himself and his assigns ark with "RQ" if appropriate to designate Hazardo ansportation Regulations governing the transportati o optional method for identifying hazardous materials de of Federal Regulations. Also when shipping haza ascribed in section 172. 2046) of the Federal Regu less a specific exception from the requrement is pro-	us: Materials as defined in the U.S. Department oin of hazardous inaterials. The use of this column s on Bills of Lading per 172.201(a)(1) (iii) of Title rdous materials, the shipper's certification statem lations. as indicated on the Bill of Lading does ag ovided in the Regulation for a particular material.	n is pany interpretation of requirements as described 4 172, Subpart CShipping Papers. Such description tions 172.201 (Hazardous Material Table) and S pply. Proper shipping name, hazardous class. UN ider and subsidiary class(es).	consists of the following ections 172,202 and 1 tification number, packing	per Sec- 72.203: may be ap g group, United Stat 14706(c {1	pplicable. See es Code, Sec)(A) and (B).
ipper and accepted for himself and his assigns. ark with "RQ" if appropriate to designate Hazardo ansportation Regulations governing the transportation optional method for identifying hazardous materials and of Federal Regulations. Also when shipping haza- secnbed in section 172.204(a) of the Federal Regu- iless a specific exception from the requirement is pro iHIPPER	use Materials as defined in the U.S. Department on of hazardous inaterials. The use of this colums s on Bills of Lading per 172.201(a)[(1) (iii) of Title rdous materials, the shipper's certification statem alactions, as indicated on the Bill of Lading does ap ovided in the Regulation for a particular material.	n is pany interpretation of requirements as described 172, Subpart C-Shipping Papers. Such description tions 172.201 (Hazardous Material Table) and S Proper shipping name, hazardous class. UN ider and subsidiary class(es). CARRIER	consists of the following ections 172.202 and 1 tification number, packin	g group, 14706(c (1	pplicable. See es Code, Sec)(A) and (B).
hipper and accepted for himself and his assigns lark with "RQ" if appropriate to designate Hazardo ansportation Regulations governing the transportati optional method for identifying hazardous materials ade of Federal Regulations. Also when shipping haza escribed in section 172.204(a) of the Federal Regu- less a specific exception from the requirement is pro- hillPPER IER	us Materials as defined in the U.S. Department ion of hazardous inaterials. The use of this column s on Bills of Lading per 172.201(a)(1) (iii) of Title rdous materials, the shipper's certification statem illations. as indicated on the Bill of Lading does ap ovided in the Regulation for a particular material.	n is pany interpretation of requirements as described 4 172, Subpart C-Shipping Papers. Such description tions 172.201 (Hazardous Material Table) and S Proper shipping name, hazardous class. UN ider and subsidiary class(es). CARRIER PER	consists of the following ections 172.202 and 1 tification number, packing	ner Sec- 72.203: United Stat g group, 14706(c (1	pplicable. See es Code, See)(A) and (B).

JOTICE: Shipper esponse teleph	rs of hazarcous materials must er one number under "Emergency Ri	nter 24-hour emergency esponse Phone Number.	Dare	1		Bill Shi	or Ladin pper No	iy ivo		-1)
Shipping Ord	der		x	6		—— Carrier No.				
		(Name d	of Carrier)	+						
TO: Consignee	Acad Jon Of Cen	and a second sec	Shipper,	1		_		_	te.	·2
Street	24 K - F		Street							Man East Barner
	DALL LE LE	Zia Cada	Origin				Zin Code			
Route:	1 on gin	SCAC			Emerger Phone N	ncy Respo Number	onse			
No. Shipping +HN	A Kind of Packaging, Description of Special Marks and Except	of Articles Commodities requiring sp stowing must be so marked ons ordinary care. See Section 2(ecial or additional car and packaged as to e e) of National Motor	e or attention ensure safe tra Freight Classifi	in handling or ansportation with cation, Item 360.	Weigl (Subjec Correcti	nt t to on)*	Rate or (Class	CHARGES
	LIVILLI P-	trote + When O	Er .				15 ×			
TI FI DO	AND A DECEMBER OF		1.1.1	-					1	
		14 4 1						•		
1.0	10									
	1 1 4 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1									
	N. C. C.							_		
1										
				1						
and the	- 19 La 12			1						
	1.4			1						
*If the shipment r carrier by water, t	noves between two ports by a F he law requires that the bill of lading C obt is "carrier's or shipper's weight". L	REMIT C.O.D. TO:	C.O.D. Amt. \$		C.O.D. FEE: PREPAID COLLECT	\$	то ⁻ Сн	TAL ARGES:	\$	
Note-Where the state specifically i The agreed or de by the shipper to	rate is dependent on value, shippers n writing the agreed or declared value clared value of the property is hereby sp be not exceeding	are required to of the property. Decifically stated	n 7 of the condition consignor, the con not make deliver	ns, if this shi signor shall y of this shi	ipment is to be di sign the following ipment without p	elivered to th g statement. payment of f	e consigne reight and	e without all other	FRE Check /	GHT CHARGES Appropriate Bo eight prepaid
\$	per		1	(Signatur	re of Consignor)				Co	llect
RECEIVED, s nd condition of Co corporation in pr estination. It is m rby, that every ser he date hereof, if te terms and com hipper and accepte	ubject to the classifications and lawfully ntents of packages unknown), marked, u ssession of the property under the cor nutually agreed as to each carrier of all vice to be performed hereunder shall be this is a rail or a rail-water shipment o ditions of the said bill of lading, set fort d for himself and his assigns.	filed tariffs in effect on the date of consigned, and destined as indicated itract) agrees to carry to its usual or any of, said property over all on s subject to all the terms and condit r (2) in the applicable motor carrier th in the classification or tariff which 	the issue of this E d above which said alace of delivery at any portion of sai tions of the Unifor classification or th governs the tran	Bill of Lading, I carrier (the said destina d route to d m Domestic ariff, if this isportation o	the property de e word carrier be ation, if on its ro lestination and as Straight Bill of L is a motor carr if this shipment,	scribed abovering understoute, otherwises to each palading set for iter shipment and the said	e in appare nod through se to delive rty at any i rth (1) in L . Shipper H I terms and	ent good or nout this co in to anothe time interes Jniform Fre hereby certi d conditions	der, excep ntract as er carrier sted in all ight Classi fies that h s are here	t as noted (conter meaning any pers on the route to s or any of said pr fications in effect le is familiar with by agreed to by t
lark with "RG" if app ransportation Regula n optional method fo ode of Federal Regul rescribed in section nless a specific exce	propriate to designato Hazardous Materials blons governing the transportation of hazardou r identifying hazardous materials on Bills of Li ations. Also when shipping hazardous materia 172.204(s) of the Federal Regulations, as in bion from the requirement is provided in the F	as defined in the U.S. Department of us motertals. The use of this column is dring per 172.201(a)(1) (iii) of 1146.49 Is, the shipper's certification statement jicated on the Bill of Lading does apply, explainton for a particular material.	The format and company interpretation 172, Subpart CSh tions 172.201 (Ha Proper shipping na and subsidiary class	ntent of hazard of requiremen ipping Papers. azardous Mate ime, hazardou s(cs).	dous item list is the hts as described in 4 Such description of grial Table) and Sec s class, UN identifi	responsibility of 49 Code of Feo onsists of the fi tions 172.202 cation number	of individual c deral Regulation allowing per 9 2 and 172.2 5 packing gro	Sec- Dup, Dup, 147	e: Liability Jamage be app ed State 06(c (1)(limitation for lo in this shipme blicable. See s Code, Sectio A) and (B).
			CARRIER	ACTED					_	
PER			PER	Ð						
This is marked	o certify that the above named material and labeled, and are in proper condition	s are properly classified, packaged, for transportation according to the	Carrier acknowle tion was made av	dges receipt vailable and/	of packages and a or carrier has the	INY required p U.S. Departr	lacards. Ca nent of Trai ed above is	nsportation	s emergency	cy response inform response guidebo r except as poted

Shipping	telephone number under "Emergency Re	sponse Phone Number,	Contine	1	Shipper Carrier	No No	
TO:	11 1 11	(Name or	FROM:	T.	Tate		
Consignee	e Arcolana (All	Comp	Shipper	15	CAR.	- int	
Street	1825 KN- Re	· · · · · · · · · · · · · · · · · · ·	Street .	Le Varia	E Seire	at here	
Destinatio	on Brown L	Zip Code 7	Origin	the same	Zip C	Code	1
Route:		Vehicle No. 7		SCAC	Eme Pho	ergency Response ne Number	32 . 3
No. Shipping Units	+HM Kind of Packaging, Description of Special Marks and Exception	Articles Commodities requiring spe stewing must be so marked a ordinary care. See Section 2(e	cial or additional care and packaged as to er) of National Motor Fi	or attention in handling or sure safe transportation with eight Classification, Itam 360	Weight (Subject to Correction)*	Rate or Class	CHARGES
1	X 11N 1207 12	stole as exist	E 01 3	Pay	73000		
		THE REAL PROPERTY IN	/	1.1			
		1111				-	
		146.4			1		
		1101					
			A	F			
					-		
						1 And and a second s	
* If the ship carrier by w state wheth	Pile moves between two ports by a water, the law requires that the bill of lading C, her weight is "carrier's or shipper's weight". Al	emit O.D. To: DDRESS	C.D.D. Amt. \$	C.O.D. FEE: PREPARD COLLECT	\$	TOTAL CHARGES: \$	
* If the ship carrier by w state wheth Note-When state speci The agreed by the ship	mment moves between two ports by a water, the law requires that the bill of lading her weight is "carrier's or shipper's weight". A ere the rate is dependent on value, shippers a stifically in writing the agreed or declared value o d or declared value of the property is hereby spi oper to be not exceeding	MIT O.D. TO: DDRESS re required to the property. ccifically stated tharges.	C.D.D. Amt. \$ 7 of the conditions onsignor, the cons	C.O.D. FEE: PREPAID COLLECT is, if this shipment is to be ignor shall sign the follow	delivered to the con ing statement.	TOTAL CHARGES: \$ signee without Fill and all other	REIGHT CHARGE Sk Appropriate E Freight orepaid
* If the ship carrier by v state wheth Note-When state speci The agreed by the ship \$	prent moves between two ports by a water, the law requires that the bill of fading C, her weight is "carrier's or shipper's weight". A structure the rate is dependent on value, shippers a cifically in writing the agreed or declared value of the property is hereby spiper to be not exceeding per	EMIT O.D. TD: DDRESS re required to f the property. Subject to Section recourse on the ci- charges.	C.D.D. Amt. \$ 7 of the conditions onsignor, the cons	C.O.D. FEE: PREPAID COLLECT a, if this shipment is to be gnor shall sign the follow (Signature of Constanon)	delivered to the con ing statement.	TOTAL CHARGES: \$ signee without Fi and all other	REIGHT CHARGE sk Appropriate E Freight prepaid Collect
*If the ship carrier by w state wheth Note-Whe State speci The agreed by the ship, \$	ment moves between two ports by a water, the law requires that the bill of lading her weight is "carrier's or shipper's weight". A are the rate is dependent on value, shippers a difically in writing the agreed or declared value o d or declared value of the property is hereby spi per	MIT 0.D. TO: DDRESS re required to f the property. accifically stated The carrier charges. Ided tariffs in effect on the date of to onsigned, and destined as indicated rack) agrees to carry to its usual plor subject to all the terms and conditit (2) in the applicable motor carrier in the classification or tariff which	C.D.D. Amt. \$ 7 of the conditions onsignor, the cons magnetic cons the issue of this Bi above which said above which said above which said above which said above which said above of the Uniforn classification or te governs the trans	C.O.D. FEE: PREPAID COLLECT collect gnor shall sign the follow (Signature of Consignor) I of Lating, the property carrier (the word carrier sid destination, if on its route to destination and Domestic Suraight Bill o niff, if this is a motor cr portation of this shipmen	delivered to the con ing statement. f freight described above in a being understood th route, otherwise to as to each party at f Lading set forth (1) arrier shipment. Ship t, and the said term	TOTAL CHARGES: \$ signee without and all other parent good order, ex roughout this contract deliver to another carr any time interested in) in Uniform Freight CL per hereby certifies the is and conditions are f	REIGHT CHARGE k Appropriate E Freight prepaid Collect cept as noted (con as meaning any pe ier on the route to all or any of said assifications in effet the is familiar wi hereby agreed to b
*If the ship carrier by w state wheth Note-Whei state speci The agreed by the ship \$	ment moves between two ports by a water, the law requires that the bill of lading her weight is "carrier's or shipper's weight". A are the rate is dependent on value, shippers a ifically in writing the agreed or declared value of d or declared value of the property is hereby spi- per to be not exceeding 	MIT O.D. TO: DDRESS re required to if the property. Subject to Section recourse on the car- recourse on the car- recourse on the car- the carrier the cassification or tariff which the carrier the classification or tariff which the carrier the classification or tariff which the carrier the classification statement carrier on the Bill of Lading does apply. Subject to a particular material.	C.D.D. Amt. \$ 7 of the conditions onsignor, the cons onsignor, the cons signor, the cons tep the issue of this Bi above which said ace of delivery at any portion of said ions of the Uniform classification or te governs the trans The format and cont pany interpretation o 172, Subpart C.Ship tions.172.201 [Haz Proper shipping nar and subsidiary class	C.O.D. FEE: PREPAIS COLLECT COLLECT a, if this shipment is to be ignor shall sign the follow (Signature of Consignor) I of Lating, the property carrier [the word carrier said destination, if on its route to destination and Domestic Straight Bill o route to destination and portation of this shipmen ent of hazardous item list is to f requirements as described ingn Papers. Such description andous Material Table) and S we, hazardous class. UN ider es).	delivered to the con ing statement. f freight described above in a being understood th route, otherwise to as to each party at f Laling set forth (1 arrier shipment. Ship t, and the said term he responsibility of indivi n 49 Code of Federal Ri- consists of Federal Ri- consists of Federal Ri- ections 172.202 and tification number. packi	TOTAL CHARGES: \$ signee without and all other characteristic characteristic characteristic br>characteristic chara	REIGHT CHARGE ck Appropriate E Freight prepaid Collect cept as noted (con as meaning any pr ier on the route to all or any of said all or any of said all or any of said all or any of said all or any of said it he is familiar with hereby agreed to by itity limitation for re in this shipn applicable. See ates Code, Sect 1)(A) and (B).
* If the ship carrier by v state whet Note-Whei state speci The agreed by the ship \$	ment moves between two ports by a water, the law requires that the bill of lading ther weight is "carrier's or shipper's weight". A	MIT O.D. TO: DDRESS re required to f the property. eccifically stated led tariffs in effect on the date of t onsigned, and destined as indicated ract) agrees to carry to its usual p or any of, said property over all or subject to all the terms and condit (2) in the applicable motor carrier in the classification or tariff which s defined in the U.S. Department of s materials. The use of this column is stating den 72.201(a)(1) (ii) of Title 49 s, the shipper's cartification statement cated on the Bill of Lading does opply, agulation for a particular material.	C.D.D. Amt. \$ 7 of the conditions onsignor, the cons magner, the cons fee he issue of this Bi above which said ace of delivery at any portion of said above the trans for the format and cont pany interpretation of 172, Subpart C.Shig tions.172.201 (Haz Proper shipping nar and subsidiary class CARRIER	C.O.D. FEE: PREPAIS COLLECT COLLECT (Signature of Consignor) (Signature of Consignor) of Lating, the property carrier (the word carrier said destination, if on its route to destination and 0 comestic Straight, Bill o Cliff, if this is a -motor c portation of this shipmen ent of hazardous item list is t frequirements as described ping Papers. Such descriptor ardous Material Table) and S ue, hazardous class, UN ider es).	delivered to the con ing statement. f freight described above in a being understood th route, atherwise to as to each party at f Laeing set forth [1] arrier shipment. Ship t, and the said term he responsibility of Indivi n 49 Code of Federal Ri consists of the followin ections 172.202 and ' tification number. packi	TOTAL CHARGES: \$ signee without and all other parent good order, ex roughout this contract deliver to another carr any time interested in on Unitorm Freight Ch per hereby certifies the sand conditions are h idual com- gulations gper Sec. 172.203: ng group, Note: Liab or damag may be United Sta 14706(c (REIGHT CHARGE cept as noted (con as meaning any pe ier on the route to all or any of said assifications in effec the is familiar win hereby agreed to by itity limitation for e in this shipn applicable. See tates Code, Sect 1)(A) and (B).
* If the ship carrier by w state whet Note-Whei state speci The agreed by the ship \$	ment moves between two ports by a water, the law requires that the bill of lading her weight is "carrier's or shipper's weight". A	MIT O.D. TD: DDRESS re required to f the property. recourse on the ci- charges. Idd tariffs in effect on the date of t onsigned, and destined as indicated ract) agrees to carry to its usual pl r any of, said property over all or- ract) agrees to carry to its usual pl r any of, said property over all or- subject to all the terms.and condit (2) in the applicable motor carrier in the classification or tariff which is defined in the U.S. Department of is materials. The use of this column is ding per 172.201(a)(1) (iii) of Title 49 s, the abipper's certification statement cated on the Bill of Lading does apply, gulation for a particular material.	C.D.D. Amt. \$ 7 of the conditions onsignor, the cons means of the cons rep he issue of this Bi above which said ace of delivery at any portion of said above the same characteristic at the same trans of the same trans	C.O.D. FEE: PREPAID COLLECT COLLECT (Signature of Consignor) I of Lading, the property carrier (the word carrier said destination, if on its route to destination and 0 Domestic Straight, Bill o offf, if this is a motor c portation of this shipmen ent of hazardous item list at t requirements as described ping Papers. Such description andous Material Table) and S e.e., hazardous class. UN ider es).	delivered to the con ing statement. f freight described above in a being understood th route, otherwise to as to each party at f Lading set forth [1] arrier shipment. Ship t, and the said term he responsibility of indivi n a 49 Code of Federal R consists of the followin ections 172.202 and titication number. packi	TOTAL CHARGES: \$ signee without and all other parent gooil order, ex- roughout this contract deliver to another carr any time interested in per hereby certifies the is and conditions are the per hereby certifies the is and conditions are the per Sec. 172.203: ng group. Note: Liab or damagg may be United Sta 147OB(c (REIGHT CHARGE ck Appropriate E Freight prepaid Collect cept as noted (con as meaning any pr er on the route to all or any of said ar on any of said all or any of said all or any of said intereby agreed to b intry limitation for e in this shipp applicable. See ates Code, Sect 1)(A) and (B).

Shipping	g Orde	r			-		Shipper f	No		
- in			(Name	of Carrier)			Carrier N	10		
TO: Consignee	1	callant OI Com	D-17	FRO Ship	M: 51	> Conv	1 Dec	11	10	
Street	Bil	a Kirr Kil *	1 7	Stre	et 5711	118/	Bernar	201		241
Destinatio	n />	y and have	Zip Code Triby 12	Orig	in Poi ta	so de	Zip Ca	de		
Route:			Vehicle No. 4931	~	SCAC		Emer	gency Respo e Number (5	onse 2,45 2 5	1 324
No. Shipping Units	+HM	Kind of Packaging, Description of Ar Special Marks and Exceptions	ticles Commodities requiring sp stowing must be so marked ordinary care. See Section 2	pecial or addition I and packaged a !(e) of National N	hal care or attention as to ensure safe tra Notor Freight Classif	in handling or ansportation with ication, Item 360.	Weight (Subject to Correction)*	Rate or (Class	CHARGES
N. Ann	J	1.1N 1267 Pete	10 - Cruck O.	1, 5, 13	4/1		7400016		-	
170		1		101-			1			
224	_	1727/	11	-						
		1 1 2 2 6 0	01	-				L		
13					R -					
			the second second			2				
						STR				
* If the ship	ment mov	es between two ports by a REMI	T	C,O.D.	1916	C.O.D. FEE:		TOTAL	-	12.2
carrier by w state wheth	vater, the ler weight	law requires that the bill of lading C.O.C is "carrier's or shipper's weight". ADDF). TO: RESS	Amt. \$				CHARGES: S	\$	
Note-Whe	re the rat	e is dependent on value, shippers are i	required to Subject to Sectio	n 7 of the con	ditions, if this sh	ipment is to be o	delivered to the consi	gnee without	FRE	IGHT CHARGE
The agreed	l or declar	ed value of the property is hereby specifi	cally stated The carrier shall	l not make de	eliv of this sh	ipment without	payment of freight a	and all other	Check .	Appropriate Bo
by the ship	per to be	not exceeding	charges.		-					ight prepaid
Ψ					(Signatu	re of Consignor)	No. A. Araba and			lect
nd condition r corporatio estination. rty, that evi ne date her he terms an hipper and a	It is mutu any service eof, if this accepted for	its of packages unknown), marked, consi ession of the property under the contract ally agreed as to each carrier of all or a to be performed hereunder shall be sut is a rail or a rail-water shipment or (2) ons of the said bill of lading, set forth in r himself and his assions.	and, and destined as indicate agrees to carry to its usual ny of, said property over all or ject to all the terms and cond in the applicable motor carrie the classification or tariff whice	d above which place of delive any portion d litions of the L r classification th governs the	a said carrier (the ery at said destin of said route to Uniform Domestic or tariff, if this transportation of	e word carrier b ation, if on its r destination and a Straight Bill of is a motor car of this shipment,	eing understood thro oute, otherwise to de is to each party at a Lading set forth (1) i rier shipment. Shippe and the said terms	ughout this co liver to anothe ny time interes n Uniform Frei and conditions	ntract as r carrier sted in all ight Classifies that h are here	meaning any per on the route to or any of said p fications in effec te is familiar with by agreed to by
lark with "RE ransportation n optional me code of Federa rescribed in s nless a specil	9" if approp Regulation thod for ide al Regulation section 172 ic exception	riate to designate Hazardous Materials as de s governing the transportation of hazardous ma entifying hazardous materials on Bills of Lading ns. Also when shipping hazardous materials, th .200(a) of the Federal Regulations, as indicate from the requirement is provided in the Regula	fined in the U.S. Department of terials. The use of this column is per 172.201(a)[1] (iii] of Title 49 e shipper's certification statement d on the Bill of Lading does apply, tion for a particular material.	The format ar pany interpret 172, Subpart tions 172.20 Proper shippi and subsidiar	nd content of hazan tation of requirement C-Shipping Papers 11 (Hazardous Mazardou ng name, hazardou y closs(es),	dous item list is the nts as described in Such description o erial Table) and Sec is class, UN identif	e responsibility of individu 49 Code of Federal Reg consists of the following p citions 172.202 and 17 fication number, packing	al com- ulations per Sec- 2.203: group, 1470	: Liability Jamage be app ed State D6(c (1)(limitation for 1 in this shipm blicable. See s Code, Secti A) and (B).
SHIPPER	DACTED			CARRIER	REDACTED					
REDA	oneb			PFB	REDACTED					

.

	CORPORAT	TON		TR	ANSPO	
1206 Le	emaire St. • New I 337-560-55	beria, LA 573	70560		Lease	2367
EMERGENO	CY RESPONSE C	CONTAC	T:			
E 5 & H 985-851-504	55	Date		11.	17	- 20 a
Operator C	ouvilling	no	Lease No.	G		
Lease Name	Fourch	non	La.			
Field			_		_	
GAU	OIL LEVEL		E	BS&W I	EVEL	TANK
E FEET	INCHES			FT.	INCHES	5 TEMP
1st					3	
2nd						
7.0						
		SIZE	EST.			
			GROSS	NS		@
OLD	SERIAL NUMBERS		OBSERVE	D	26	e 68
3 3				19	TEN	MPERATURE
ž			BS & W	~29		
LOG NUMBER		7.	41	GRAVI TO 60	TY CORR	DSE UNLY
TIME	AM	1.0	Let	10		
ARRIVED	PM	#22	8530		-	
TIME DEPARTED	AM PM	1.00	0.001	2nd		
	> \			GROS	S ELS	143
STATION S	Derwich	r be	2.	X	R	.976
TEMP. FACTOR	X WFACTOR	- ×	FACTOR	NET B	BLS.	1001
= 110.[-9800	REDACTED	108	PERA	UN TIC.	134.6
	GROSS O					12
	TARE					
-		RIVER	/	0		
	NET S OF	PERATOR'S	WITNESS			
I.D. NUMBER	PROPER SHIPPING N	R AME	HAZARD CLASS	PG	TO	DTAL BLS
UN 1267	PETROLEU CRUDE OI	IM L	3	111	13	9.68
			BS		2	.86
				1		

Date:

Shipper:

	ANA OIL & EN CORPORÁ	VIRONM TION	ENTAL	TR.	ANSPO	
1206 Le	maire St. • New 337-560-5	Iberia, LA 5573	70560		22	2368
EMERGENC	Y RESPONSE	CONTAC	T:			
E S & H		Date	e	11-	17	_ 20Q
985-851-505	5	Dan		1.1	1.1	
Operator C	illiun	an	Lease No.	G		
openante. C	E. I	0.1	1	1 1	1.1	
Lease Name	rouro	NON	La.			
Field						
G _A ,	OIL LEVEL	1	E	S&W L	EVEL	TANK
E FEET	INCHES		F	=T.	NCHES	TEMP
1st		_				
	_					
2nd		-				
TAN		SIZE				
			EST. GROSS			
			GALLO	NS	-	@
OLD			OBSERVE	D	26	@68
3				19.	TEN	PERATURE
Ž			BS & W	128		ANK
				GRAVIT	FFICE U	JSE ONLY
		lick	(et	TO 60 °	F	1
TIME ARRIVED	AM PM	#33	8528	1 st		
TIME	0.04			2nd		
DEPARTED	PM			GROSS	3	una
		+1		BARRE	LS	142
STATION A	Serwin		Ju-	X FACTO	R	-9867
TEMP. FACTOR	X W FACTOR		A FACTOR	NET BE	BLS.	112 1
-116 1	-1900		36.6	PER H	JN TIC.	190.10
	GROSS O					
	TARE					
	C I	DRIVER (- /			
	NET O	OPERATOR'S	S WITNESS			
		B	HAZARD	PG	т	
NUMBER	SHIPPING I	NAME	CLASS		В	BLS
UN	PETROLE CRUDE C		3	111	140	5.12
1267					1 6	SULV
1267						
1267			BS		1.4	12

Shipper: _____Date:_____

1206 Le	ANA UIL & EN CORPORA maire St. • New 337-560-5	TION Iberia, L	AENTAL A 70560	TR	ANSPORT MANIFES
EMEDCENC	V DECDONCE	CONTA	Ωт.		22370
ENIERGENC FS&H	I RESPONSE	CUNTA			17 70
985.851.505	5	Da	te	NO	V-11 20 ac
/05-051-500			Г	TT	
Operator	Suvilli	no	Lease No.	GG	
	Taura	1.00	10.		
Lease Marile	Found	MOI			
Field		_			
G	OILLEVEL		6	BS&W L	EVEL
G FEET	INCHES	5		FT.	INCHES TEMP
1st					
2nd					
TA		SIZ	iE		
			EST. GROSS	NS	@ °F
	SERIAL NUMBERS				۳ ا ۳
OLD			OBSERVE GRAVITY	0	24@70°F
M			PEDCENT	8%	TEMPERATURE
ž			BŞ-& W	%	
		[GRAVIT	FFICE USE ONLY
		Tic	LKet	TO 60 °	F
TIME ARRIVED	AM	#3	3	1st	
				2.1	
TIME DEPARTED	AM PM	L		2nd	
-				GROSS	LS 140
	enuic	K ?	Ja.	×	01/2
TEMP. FACTOR	BS 8		X FACTOR	FACTO	• 4165
02192	A WFACTOR	.9	163	NET BE	N TIC. 128.28
	GROSS _	EDACTED			
	P				
	TARE				
	C I	RIVER	(0	_
	NET O S O	OPERATOR'	S WITNESS		
		_	1		
I.D. NUMBER	PROPE		HAZARD	PG	TOTAL BBLS
			OLAGO	-	2220
UN 1267	PETROLEU CRUDE O	JM	3	111	128.28
					, , , , , , , , , , , , , , , , , , , ,
			BS		11.2
			-		50
			1/emp		2 Day

_Date:___

ACADI 1206 L	ANA OIL & COMP emaire St 337-	ENVIRONM ORA' TION New Iberia, LA 560-5573	ENTAL	TR	Lease	RT MANIFEST Run Ticket
EMERGEN E S & H	CY RESPO	NSE CONTAC	Т:		18	- 30
985-851-50	55	Date	e		1-10	<u> </u>
Operator C	: DUN'	llion	Lease No.	G		
Lease Name	Fou	rchan	La.			
Field						
GAUGE FEET			E	3S&W FT.	EVEL INCHES	TANK TEMP
2nd						
	SERIAL NUME		GROSS GALLOI OBSERVEI GRAVITY PERCENT BS & W	D D GRAVI TO 60	DFFICE L TY CORR.	@ °F @ T O °F PERATURE OIL OIL VISE ONLY
TIME ARRIVED		AM H35	8530	1st		
TIME		АМ		2nd		
DEPARTED		PM		GROS	S ELS	130
DELIVERY STATION	Serv	sictb	a	X	R	9561
-9959	x wFA		S61	NET BI	BLS. UN TIC.	124.29
	GROSS	O P E				
	TARE	C DRIVER	/	0		
	NET	L O S OPERATOR'S	WITNESS			
		-				
I.D. NUMBER	PR SHIPPI	OPER NG NAME	HAZARD CLASS	PG	TC B	DTAL BLS

Shipper:

_Date:

BS

Temp

5.2

.51