Couvillion Group, LLC

MC 20 Hydrocarbon Pump-Off #22 Results Report

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12/17/2020

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

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

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 as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. Pumping commenced at 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					
Oil Tally	Date	Total Fluid Transfer by Cypress (bbl)	Total Fluid Frac Tank Strap by NRC (bbl)	% Diff	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Net Oil (bbl)	Running Total Net Oil (bbl)
Pump Off #1	4/26/2019	220.0	215.7	-2.0																		
	5/6/2019				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		
	6/21/2019				48.5	47.1	2.8	44.6													850.0	1514.8
Pump Off #5	7/31/2019	1200.2	1196.6	-0.3	139.2	138.3	0.6	133.7	142.7	150.0	-5.1	146.5										
	8/1/2019				139.1	145.7	-4.7	135.1	140.7	138.4	1.6	131.9	146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0		
	8/2/2019				99.8	112.9	-13.1	111.0	101.1	105.6	-4.5	104.2									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						
	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						
	10/23/2019				137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6										
Residual Tank	10/23/2019		205.1										125.4	125.7	-0.2	123.6					799.4	4804.4
Pump off #9	11/11/2019	772.3	757.8	-1.9																		
	11/19/2019				142.3	156.5	-10.0	153.6	143.8	131.0	8.9	128.8	145.3	142.0	2.3	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						
	1/10/2020				79.4	91.0	-14.6	90.0	92.6	91.1	1.6	90.0										
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						
	2/13/2020				149.5	160.2	-7	154	114.2	101.92	10.8	61.1										
Residual Tank	2/17/2020				108.2	105.6	2.4	101.3													630.1	7619.4
Pump off #13	3/11/2020	583.7	570.2	-2.4																		
	3/12/2020				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														
	5/29/2020				138.0	138.5	-0.4	134.1	135.1	134.8	0.2	131.7	115.0	116.6	-1.4	109.7					513.0	10227.2
Pumpoff #17	7/8/2020	970.1	956.3	1.4																		
	7/9/2020				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										
	9/2/2020				131.2	131.2	0.0	128.3	136.8	136.8	0.0	134.0	134.8	134.8	0.0	132.0	135.9	135.9	0.0	133.0	785.5	12559.3
Pumpoff #20	9/29/2020	464.2	450.9	-2.9	144.0	140.0	2.8	137.9	143.5	140.0	2.4	137.9										
	9/30/2020				85.7	83.0	3.2	81.6													357.4	12916.7
Residual Tank	10/1/2020				136.5	131.0	4.0	128.6													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						
	11/17/2020				133.2	130.0	2.4	124.3													532.4	14126.0

Total Fluid Reconciliation

				Truck 1	Truck 2	Truck 3	Truck 4			
	Date	Total Fluid Frac Tank Strap at Venice by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
Pump Off #1	4/26/2019	215.7	0.0							
	5/6/2019			113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019	223.5	15.6							
	5/8/2019			101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019	331.2	0.0							
	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	
	PO4: Total								922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3	139.2	142.7				281.9	
	8/1/2019			139.1	140.7	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	
	PO6: Total							*	877.2	0.3
Pump Off #7	9/23/2019	880.4	41.3	138.0	144.3	142.6			466.2	
	9/24/2019		*	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	
	PO8: Total								982.4	-1.0
Pump Off #9	11/19/2019		32.0	142.3	143.8	145.3			463.4	
	11/20/2019	757.8		145.6	92.1			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	
	PO10: Total								949.2	0.7
Pump Off #11	1/9/2020	691.0	39.2	128.7	128.0	129.8		72.7	498.4	
	1/10/2020			79.4	92.6				172.0	
Residual Tank	1/8/2020	307.0	81.5	141.9				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			324.6	
	2/13/2020		3.9	149.5	114.2			87.5	355.1	
	PO12: Total							*	728.8	0.9
Residual tank	2/17/2020	265.8	93.6	108.2					201.8	
	2/18/2020		23.5					121.7	145.2	
	Resid Total								347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6						39.6	
	3/12/2020		2.8	114.5	138.3				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						55.1	
	4/16/2020			147.2	145.2	148			440.4	
	4/17/2020			144.9	144.1	87.4		65.4	441.8	
	PO14:Total								937.3	0.9
Residual tank	4/13/2020	244.1	67.6						67.6	
	4/14/2020			149.9				26.6	176.5	
									244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3						18.3	
	5/7/2020		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
Pumpoff #16	5/27/2020	583.3	25.3						25.3	
	5/28/2020			142.1					142.1	
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
	PO16: Total								583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020	956.3	23.6						23.6	
	7/9/2020		2.4	149.1	148.8	149.2			449.5	
	7/10/2020			150.7	137.1	119.9		63.3	471	
	PO17: Total								944.1	-1.3
Pumpoff #18	7/22/2020	642.6	14.3							
	7/27/2020			129.9	140.6	138.2	139.8	0.0		
	7/28/2020		13.6	66.0					642.4	0.0
Residual Tank	7/22/2020	299.6	67.2							
	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					
	9/2/2020			131.2	135.9	135.9	134.8	76.2	885.5	-0.1
Residual Tank	8/31/2020	292.6	102.9					189.7	189.7	
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							
	10/1/2020		2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020	610.1	14.0	139.0	145.3					
	10/16/2020			147.2	136.0			28.6	610.1	0.0
Residual Tank	10/14/2020	293.4	111.8					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				
	11/17/2020		2.7	133.2				32.3	673.2	0.0

Barrels of Oil Collected Daily

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Collection Duration for 1st Trip	4/12/2019	0:00	4/23/2019	1:05	11.0	187.4	17.0	715.7 gallons/day
Collection Duration for 2nd Trip	4/23/2019	1:05	4/30/2019	21:09	7.9	181.6	23.0	965.6 gallons/day
Collection Duration for 3rd Trip	4/30/2019	21:09	5/12/2019	23:20	12.1	295.7	24.4	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

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
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

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

COUVILLION
Couvillion Group, LLC

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

Date: 11/06/2020

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	0	685.6	673.2	673.2	-1.8

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

Sign-off by:

USCG Rep Signed Nam [redacted], Printed Name [redacted] Date: 11/06/2020

Couvillion Rep Signed Name: [redacted], Printed Name [redacted] Date: 11-6-2020

Cypress Rep Signed Nam [redacted], Printed Name [redacted] Date: 11-06-2020

NRC Rep Signed Nam [redacted], Printed Name [redacted] Date: 11/06/2020

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 11/16/2020

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1	201.0	160.2	40.8
Tank 2	276.3	254.2	22.1
Tank 3	195.9	190.1	5.8

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	160.2
Tank 2	254.2
Tank 3	190.1

Sign-off by: USCG Rep(Optional) Signed Name [redacted], Printed Name [redacted] Date: 11/16/2020

Couvillion Rep Signed Name [redacted], Printed Name [redacted] Date: 11/16/2020

NRC Rep Signed Name [redacted], Printed Name [redacted] Date 11/16/2020

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

Date: 11-16-2020 **Time:** 0800

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	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

Sign-off by: USCG Rep **(optional)** Signed Name: REDACTED, Printed Name REDACTED Date: 11/16/2020

Couvillion Rep Signed Name: _____, Printed Name _____ Date: 11/16/2020

NRC Rep Signed Name: _____, Printed Name _____ Date: 11/16/2020

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

COUVILLION
Couvillion Group, LLC

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

Date: 11-17-2020 **Time:** 0600

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

Sign-off by: USCG Rep **(optional)** Signed Name: REDACTED Printed Name REDACTED Date: 11/17/20

Couvillion Rep Signed Name: REDACTED Printed Name Date: 11-17-2020

NRC Rep Signed Name: REDACTED rinted Name Date: 11-17-2020

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

COUVILLION
Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 11-17-2020

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Venice Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	L+B	7493L	11-17	AOC	146.5		
2	L+B	7661L	11-17	AOC	143.4		
3	L+B	7570L	11-17	AOC	146.4		
Total Volumes Shipped by Gallons/bbls					436.3		

End of Shipments date: 11-17-2020

Sign-off by: USCG Rep (Optional) Signed Name [redacted], Printed Name [redacted] Date: 11-17-2020

Couvillion Rep Signed Name [redacted] Printed Name [redacted] Date: 11-17-2020

NRC Rep Signed Name: [redacted] Printed Name [redacted] 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

Sign-off by: USCG Rep (Optional) Signed Name: [redacted], Printed Name [redacted] Date: 11-17-2020

Couvillion Rep Signed Name: [redacted], Printed Name [redacted] Date: 11-17-2020

NRC Rep Signed Name: [redacted], Printed Name [redacted] Date 11-17-2020

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 11-17-20

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1			
Tank 2	254.2	252.7	1.5
Tank 3	190.1	188.9	1.2

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: REDACTED, Printed Name REDACTED Date: 11-17-2020

Couvillion Rep Signed Name: REDACTED, Printed Name REDACTED Date: 11-17-2020

NRC Rep Signed Name: REDACTED, Printed Name REDACTED Date 11-17-2020

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

COUVILLION
Couvillion Group, LLC

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	LHB	74932	11-18	AOC	133.2		
Total Volumes Shipped by Gallons/bbls					133.2		

End of Shipments date: 11-18-20

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

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 11-18-2020

NRC Rep Signed Name: [redacted] Name [redacted] Date 11/18/2020

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 11-18-20

Residual Volume left in Tanks

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

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

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 11-18-2020

NRC Rep Signed Name [redacted] Printed Name [redacted] Date 11-19-2020

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

COUVILLION
Couvillion Group, LLC

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

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

* NO Solids

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

Couvillion Rep Signed Name: Printed Name Date: 11-18-2020

NRC Rep Signed Name: rinted Name Date 11-18-2020

Appendix II

NRC Waste Handling Documentation

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY: Couvillion Dock Port Fourchon — 11/06/2020 0858

NAME OF VESSEL — DATE TRANSFER OPERATIONS STARTS: 0600

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

VESSEL		FACILITY
TM	A. The mooring lings are adequate for all anticipated conditions.	TM
TM	B. Cargo hoses and/or loading arms are long enough for intended use.	TM
TM	C. Cargo hoses are adequately supported to prevent undue strain on the couplings.	TM
TM	D. The transfer system is properly lined up for discharging or receiving oil. (Additional checks shall be performed each time a valve is repositioned.)	TM
TM	E. Each flange connection on the cargo system not being used during the transfer operation is blanked or shut off.	TM
TM	F. The cargo hoses and/or lo ading armsare connected to the manifolds using gaskets and a bolt in every other hole, (minimum of 4 bolts). Exception: Tanks without fixed loading systems per waiver from the Captain of the Port.	TM
TM	G. The overboard or sea suction valves are sealed or lashed in the closed position.	TM
TM	H. Adequate spill containments have been provided for couplings.	TM
TM	I. All scuppers or other overboard drains are closed or plugged.	TM
TM	J. A communications system is provided between the facility and the vessel.	TM
TM	K. Emergency shutdown system is available and operable.	TM
TM	L. Communication procedures are established and understood between persons in charge.	TM
TM	M. Qualified and designated personnel are in charge and on duty at the terminal and vessel control stations.	TM
TM	N. One person at the vessel control station is present who fluently speaks the language of the terminal control station.	TM
TM	O. The owner of the cargo hoses will insure tes t requirements have beenmet andthat the hose ha s noloose covers, kinks, bulges, soft spots or gouges, cuts and slashes which penetrate the hose reinforcement and that hoses are marked for identification and test data is maintained in a test log.	TM
TM	P. Adequate lighting of the vessel and terminal work areas and manifold areas is provided.	TM
	Q. Persons in charge have held a conference to assure the mutual understanding of the following transfer operations:	
TM	...1. Product identity to be transferred.	TM
TM	...2. Sequence of transfer operation.	TM
TM	...3. Transfer rate of flow	TM
TM	...4. Name or title and location o f eachperson participating in the transfer operation	TM
TM	...5. Particulars of the transferring and receiving systems	TM
TM	...6. Starting, stripping, topping and shutdown have been discussed and understood	TM
TM	...7. Emergency procedures including notification, containment and cleanup of spills	TM
TM	...8. Watch and shift arrangements	TM
TM	...9. Notification before leaving stations	TM

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

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

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

PERSON IN CHARGE OF VESSEL		PERSON IN CHARGE OF FACILITY	
	Signature [redacted]		Signature [redacted]
	Time 0600 Date 11-6-20		Title [redacted]
			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.

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date: 11-6-20	**Location:** GIS		
Facility/Vehicle Number:		**Start Time**	**End Time**
Vessel Name: Conner Borderlon		0858	1332
Vessel Official Number:	**Vessel Capacity (Total) (bbls):**		
Product Transferred: Crude Oil	***Est.* Transfer Volume (bbls):**		

Note For Emergency Notification Discharge amounts (Gallons):

Average most probable:

Maximum most probable:

Worst case discharge:

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

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

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

Pre-Transfer Conference and Agreement (Continued)			
☑	**TOPIC**	**PIC Delivering**	**PIC Receiving**
§ Inspect discharge containment equipment for oil & hazardous liquids - 33CFR 154.545			
	Verify booming for oil or hazmat transfer (if required by COTP).	TT	TM
	Verify adequate amount of equipment and/or absorbent material for initial response	TT	TM
	Inspect condition of response equipment stored on facility (if applicable).	TT	TM
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	TT	TM
	Verify means of deployment.	TJ	TM
§ Means of Communication - 33 CFR 154.560			
	Verify continuous two-way voice communication between vessel and facility PICs.	N	TM
	Communications must meet the following requirements…		
	Portable Radio:		
	IF Flammable or Combustible Liquids	TT	TM
	1. Marked or documented as intrinsically safe.	TT	TM
	2. Certified as intrinsically safe by national testing labor certification organization.	TJ	TM
	Voice		
	1. Be audible.	TJ	TM
	Test communications. SAT ☐ UNSAT ☐	TJ	TM
§ Inspect lighting systems - 33 CFR 154.570			
	Verify portable lighting for operations between sunrise and sunset *(if applicable).*	TJ	TM
	At transfer operations work areas for facility and vessel	TJ	TM
	At transfer connection points for facility and vessel	TT	TM
	Verify sufficient number or fire extinguishers.	TT	TM
	Verify protective equipment is ready to operate.	T	TM
	Verify warning signs are adequate.	T	TM
§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCEDURES §			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures		TT
	Require vessel personnel to use the transfer procedures for each transfer operation		TT
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		TT
	Legibly printed language(s) understood by personnel engaged in transfer operation		TT
	Permanently posted or available and used by members of crew engaged in transfer operation		TT
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)		TT
	Arrangements to monitor draft marks during transfer		TT
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow		TT
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system		TT
	Adequate containment on the vessel at loading or discharge connection		TT
	Drains, Scuppers and overboard discharges closed		TT
	The number of persons required to be on duty during transfer operations;		TT
	Procedures for emptying discharge containment system required by §§155.310 and 155.320		TT
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material		TT
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785		TT
	Procedures for topping off tanks		TT
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		N

I do certify that I have personally inspected this facility or vessel with reference to the requirements aforementioned and that I have indicated that the regulations have been complied with if applicable.

[redacted]	11-6-20	0858
	DATE	TIME
TITLE	11-6-20	0858
	DATE	TIME

TRANSFER COMPLETED: 6733 Barrels 11-6-20 1332

AMOUNT (GALLONS) DATE TIME

(FORM UPDATED April 15 2019)

NRC	SAFETY MANAGEMENT SYSTEM	SAFETY IT'S THE W TO GO!
Form 8.1.7	Site Specific Safety Plan Project Name: MC20 Recovered Crude Oil Transfer	Revision: 08/2019

PLAN APPROVAL

Site Safety Officer REDACTED **Date** 11/06/2020

ACKNOWLEDGMENTS (signed by all NRC site personnel)

I have read and understand the topics outlined on all pages of this HASP and will follow all the required safety rules.
**I am aware that I am to sign in at the beginning of the shift and sign out at the end of my shift on the Daily Safety Meeting form.
I must notify the on site supervisor of any injury /accident/ near miss that I had or observed during my shift**
I understand that I have the right to stand down for Safety and report any potential hazards to the NRC Site Supervisor.
After an injury/accident/near miss is reported, the Site Supervisor must call the H & S Manager at

Date	Print Name	Signature
11/6/20	REDACTED	REDACTED
11.6.20		
11-6-20		
11-6-20		
11-06-20		
11-06-20		

❶ Job Steps	❷ Potential Hazards	❸ 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 co-workers).
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
[redacted]	H&S Program Manager	[redacted]		7/27/20
			PM	11-18-2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		11-18-2020
		11-18/20

[redacted]	11-17-20
	11-17-20
	11-17-20
	11-17-20
	11/17/20

❶ Job Steps	❷ Potential Hazards	❸ 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. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. **The DOI Declaration of Inspection will be completed prior to operations.** • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	• 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

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 11/18/2020

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

APPLICABLE REGULATION / SOPS / ALERTS		
☐ SMS 19.2 Vacuum Trucks	☐	☐

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

JOB HAZARD ANALYSIS

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	• 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	• The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details • Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard • Personnel will be instructed to report any injuries, illnesses, near misses or incidents
2. Site Survey and Equipment Set-up	• Uneven working surfaces and trip hazards. • Equipment not certified, not tested or damaged • Improper set-up due to untrained or unqualified personnel	• Inspect site for correctable walking surface hazards. Flag cr correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas. • All equipment will be inspected for current certifications, testing and serviceable working condition prior to work • Personnel will be pre-selected to perform tasks based on verified competency
3. Vehicle movements	• Personnel, equipment or hoses struck or crushed by moving vehicles or equipment • Vehicles not inspected prior to movements. Unsafe for travel. • Unsecured items create dropped object or road hazards.	• Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. • Vehicles will be inspected by drivers prior to travel and after travel for potential damage. • Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	• 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.	• When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V. • When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock • Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	• Personnel crushed or pinched while connecting transfer hoses. • Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses • Slip/trip/fall hazards while working	• Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment • Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back • Observe good housekeeping and maintain situational

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	11-16-2026
	11-16-20

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 11/17/2020

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
☒ Heavy or awkward lifting / movement	☒ Pinch Points or caught between	☒ Working and walking surfaces; slip, trip, fall
☐ New / Inexperienced employees	☒ Spill / containment	☒ Heat stress environment
☒ Struck by or crush hazard	☒ Noise levels (>85 dBA)	☐
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APPLICABLE REGULATION / SOPS / ALERTS		
☐ SMS 19.2 Vacuum Trucks	☐	☐

MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)				
☐ Level A	☒ Hard Hat	☐ High Visibility Vest	☒ Leather Steel Toe Boots	☒ PFD / Work vest
☐ Level B	☒ Safety Glasses	☒ Long Sleeves / Coveralls	☐ Disposable boot covers	☐ _____
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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 co-workers).
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, anc 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
[redacted]	H&S Program Manager			7/27/20

ACKNOWLEDGEMENT

Employee Name		Date
[redacted]		11-17-20
		11-17-20

❶ Job Steps	❷ Potential Hazards	❸ 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.
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REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
[redacted]	H&S Program Manager			7/27/20
		[redacted]	PM	11-16-2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		11-16-2020
		11-16-20

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

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

Date: 11/06/2020 **Start Time:** 0600 **Job Number:** 19-0193

☐ **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.

11/16/2020

NRC	SAFETY MANAGEMENT SYSTEM	TEAM SAFETY IT'S THE WAY TO GO!
	Job Hazard Analysis	Revision: 08/2015

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

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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	11-06-20
	11-06-20

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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
Peter Brause, CSP	H&S Program Manager			7/27/20
		[redacted]	pm	11/06/2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		11/6/20
		11/6/20
		11/6/20

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 11/06/2020

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
☒ Heavy or awkward lifting / movement	☒ Pinch Points or caught between	☒ Working and walking surfaces; slip, trip, fall
☐ New / Inexperienced employees	☒ Spill / containment	☒ Heat stress environment
☒ Struck by or crush hazard	☒ Noise levels (>85 dBA)	☐
☒ Hazardous liquids, vapors, waste	☒ Elevated surfaces / Fall / Ladders	☐
APPLICABLE REGULATION / SOPS / ALERTS		
☐ SMS 19.2 Vacuum Trucks	☐	☐

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

JOB HAZARD ANALYSIS

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	• 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	• The operational plan, hazards 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
2. Site Survey and Equipment Set-up	• Uneven working surfaces and trip hazards. • Equipment not certified, not tested or damaged • Improper set-up due to untrained or 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. Vehicle movements	• Personnel, equipment or hoses struck or crushed by moving vehicles or equipment • Vehicles not inspected prior to movements. Unsafe for travel. • Unsecured items create dropped object or road hazards.	• Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. • Vehicles will be inspected by drivers prior to travel and after travel for potential damage. • Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	• 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.	• When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt tc catch mooring lines from the M/V. • When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock • Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	• Personnel crushed or pinched while connecting transfer hoses. • Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses • Slip/trip/fall hazards while working	• Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment • Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back • Observe good housekeeping and maintain situational

REDACTED

	11-16-2026
	11-16-20

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 11/17/2020

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
☒ Heavy or awkward lifting / movement	☒ Pinch Points or caught between	☒ Working and walking surfaces; slip, trip, fall
☐ New / Inexperienced employees	☒ Spill / containment	☒ Heat stress environment
☒ Struck by or crush hazard	☒ Noise levels (>85 dBA)	☐
☒ Hazardous liquids, vapors, waste	☒ Elevated surfaces / Fall / Ladders	☐
APPLICABLE REGULATION / SOPS / ALERTS		
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MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)				
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Development Team	Position/Title	Reviewed By	Position/Title	Date
[redacted]	H&S Program Manager			7/27/20

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		11-17-20
		11-17-20

❶ Job Steps	❷ Potential Hazards	❸ 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. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. **The DOI Declaration of Inspection will be completed prior to operations.** • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
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Development Team	Position/Title	Reviewed By	Position/Title	Date
[redacted]	H&S Program Manager			7/27/20
		[redacted]	PM	11-16-2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		11-16-2020
		11-16-20

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

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

Date: 11/06/2020 **Start Time:** 0600 **Job Number:** 19-0193

☐ **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.

11/16/2020

NRC	SAFETY MANAGEMENT SYSTEM	TEAM SAFETY IT'S THE WAY TO GO!
	Job Hazard Analysis	Revision: 08/2015

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

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

☒ Heavy or awkward lifting / movement	☒ Pinch Points or caught between	☒ Working and walking surfaces; slip, trip, fall
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REDACTED

	11.6.20
	11-6-20
	11-06-20
	11-06-20

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		detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection w ll 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 co-workers).
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	11/06/2020

ACKNOWLEDGEMENT

Employee Name	Signature	Date
REDACTED		11/6/20
		11/6/20
		11/6/20

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 11/06/2020

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
☒ Heavy or awkward lifting / movement	☒ Pinch Points or caught between	☒ Working and walking surfaces; slip, trip, fall
☐ New / Inexperienced employees	☒ Spill / containment	☒ Heat stress environment
☒ Struck by or crush hazard	☒ Noise levels (>85 dBA)	☐
☒ Hazardous liquids, vapors, waste	☒ Elevated surfaces / Fall / Ladders	☐
APPLICABLE REGULATION / SOPS / ALERTS		
☐ SMS 19.2 Vacuum Trucks	☐	☐

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

JOB HAZARD ANALYSIS

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	• 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	• The operational plan, hazards 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
2. Site Survey and Equipment Set-up	• Uneven working surfaces and trip hazards. • Equipment not certified, not tested or damaged • Improper set-up due to untrained or 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. Vehicle movements	• Personnel, equipment or hoses struck or crushed by moving vehicles or equipment • Vehicles not inspected prior to movements. Unsafe for travel. • Unsecured items create dropped object or road hazards.	• Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements. • Vehicles will be inspected by drivers prior to travel and after travel for potential damage. • Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.
4. Mooring Vessel and working near water	• 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.	• When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt tc catch mooring lines from the M/V. • When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock • Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.
5. Connecting hoses	• Personnel crushed or pinched while connecting transfer hoses. • Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses • Slip/trip/fall hazards while working	• Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment • Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back • Observe good housekeeping and maintain situational

L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767
Phone (225) 387-0894   1-800-545-9401

ORDER NO	[illegible]28
NIGHTS AWAY:	
DISPATCHER	[redacted]
CUSTOMER P.O.	
ORDERED BY	[redacted]
RELEASE NO.	

LOAD DATE	11/17/20	TIME	06:00	LOADING DRIVER	[redacted]	TRUCK NO.	7661L	TRAILER NO.	848
DELIVERY DATE	11/17/20	TIME	11:00	DELIVERY DRIVER	[redacted]	TRUCK NO.	7661L	TRAILER NO.	848

BILL TO:
LEGACY INDUSTRIES, LLC
308 St George Ave
Jefferson, LA 70121

CONSIGNEE:
ACADIANA OIL
1825 River road
Berwick, LA 70342

SHIPPER
COUVILLION DOCK
Inside GIS yard
554 Dudley Bernard Rd
Golden Meadow, LA 70357

TRAILER APPROVED & [redacted] THORIZED TO LOA
Shipper Signature ____

REFER TO SHIPPING DOCUMENTS BASIC DESCRIPTION	QUANTITY GAL/WT

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: ____   TIME RETURNED TO TERMINAL: ____

ACCESSORIAL CHARGES
CHECK ALL THAT APPLY ⇨

	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
LOADING								
DELIVERY								

TRAILER RENTAL
TRAILER NO.. ____
DELIVERY DATE: ____ TIME: ____
PICK UP DATE: ____ TIME: ____

WEIGHT DATA

GROSS	TARE	NET

LOADING DATA
ARRIVE: 6:00 Am START: 6:20 Am FINISH: 7:00 Am DEPART: 7:05 Am HOURS DELAYED: ____
REASON DELAYED: ____

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

RECEIVER'S SIGNATURE X ____

DELIVERY DATA
ARRIVE: ____ START: ____ FINISH: ____ DEPART: ____ HOURS DELAYED: ____
REASON DELAYED: ____

DRIVER REMARKS ____

IN CASE OF LEAK, SPILL, FIRE OR OTHER EMERGENCY CALL **CHEMTREC 1-800-424-9300**

SHIPPER

L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767
Phone (225) 387-0894 1-800-545-9401

ORDER NO. 338525		NIGHTS AWAY:	
		DISPATCHER WILLIAMB	
CUSTOMER P.O.	ORDERED BY [redacted]	RELEASE NO.	
LOAD DATE 11/17/20	TIME 06:00	LOADING DRIVER AVEE	TRUCK NO. 1570	TRAILER NO. 800096
DELIVERY DATE 11/17/20	TIME 11:00	DELIVERY DRIVER	TRUCK NO.	TRAILER NO.

BILL TO:
LEGACY INDUSTRIES, LLC
308 St George Ave

Jefferson, LA 70121

CONSIGNEE:
ACADIANA OIL
1825 River road

Berwick, LA 70342

SHIPPER:
COUVILLION DOCK
Inside GIS yard
554 Dudley Bernard Rd
Golden Meadow, LA 70357

TRAILER A[illegible]OVED & AUTHORIZED TO LOAD:
Shipper Signature [redacted]

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: _____ TIME RETURNED TO TERMINAL: _____

ACCESSORIAL CHARGES (CHECK ALL THAT APPLY)		PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
	LOADING								
	DELIVERY								

TRAILER RENTAL
TRAILER NO.. _____
DELIVERY DATE: _____ TIME: _____
PICK UP DATE: _____ TIME: _____

WEIGHT DATA

GROSS	TARE	NET

LOADING DATA
ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____
REASON DELAYED: _____

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

RECEIVER'S SIGNATURE X _____

DELIVERY DATA
ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____
REASON DELAYED: _____

DRIVER REMARKS _____

IN CASE OF LEAK, SPILL, FIRE OR OTHER EMERGENCY CALL **CHEMTREC 1-800-424-9300**

SHIPPER

L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767
Phone (225) 387-0894 1-800-545-9401

ORDER NO. 338530	NIGHTS AWAY:
	DISPATCHER [redacted]

CUSTOMER P.O.		ORDERED BY [redacted]		RELEASE NO.	
LOAD DATE	11/18/20	TIME 06:00	LOADING DRIVER [redacted]	TRUCK NO. 7493L	TRAILER NO. 800279
DELIVERY DATE	11/18/20	TIME 07:25	DELIVERY DRIVER	TRUCK NO.	TRAILER NO.

BILL TO:
LEGACY INDUSTRIES, LLC
308 St George Ave

Jefferson, LA 70121

CONSIGNEE:
ACADIANA OIL
1825 River road

Berwick, LA 70342

SHIPPER:
COUVILLION DOCK
Inside GIS yard
554 Dudley Bernard Rd
Golden Meadow, LA 70357

TRAILER APPROVED & AUTHORIZED TO LOAD:
Shipper Signature [redacted]

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: _____ TIME RETURNED TO TERMINAL: _____

ACCESSORIAL CHARGES — CHECK ALL THAT APPLY

	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
LOADING								
DELIVERY								

TRAILER RENTAL
TRAILER NO.. _____
DELIVERY DATE: _____ TIME: _____
PICK UP DATE: _____ TIME: _____

WEIGHT DATA

GROSS	TARE	NET

LOADING DATA
ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____
REASON DELAYED: _____

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

DELIVERY DATA
ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____
REASON DELAYED: _____

DRIVER REMARKS _____

IN CASE OF LEAK, SPILL, FIRE OR OTHER EMERGENCY CALL **CHEMTREC 1-800-424-9300**

SHIPPER

L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767
Phone (225) 387-0894 1-800-545-9401

ORDER NO. 338529	NIGHTS AWAY:
	DISPATCHER [redacted]

CUSTOMER P.O.		ORDERED BY [redacted]		RELEASE NO.	
LOAD DATE	11/17/20	TIME 06:00	LOADING DRIVER [redacted]	TRUCK NO. 493L	TRAILER NO. 00279
DELIVERY DATE	11/17/20	TIME 11:00	DELIVERY DRIVER	TRUCK NO.	TRAILER NO.

BILL TO:
LEGACY INDUSTRIES, LLC
308 St George Ave

Jefferson, LA 70121

CONSIGNEE:
ACADIANA OIL
1825 River road

Berwick, LA 70342

SHIPPER:
DOUVILLION DOCK
Inside GIS yard
554 Dudley Bernard Rd
Golden Meadow, LA 70357

TRAILER Shipper Signature [redacted]

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: _____ TIME RETURNED TO TERMINAL: _____

ACCESSORIAL CHARGES CHECK ALL THAT APPLY

	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
LOADING								
DELIVERY								

TRAILER RENTAL
TRAILER NO.. _____
DELIVERY DATE: _____ TIME: _____
PICK UP DATE: _____ TIME: _____

WEIGHT DATA

GROSS	TARE	NET

LOADING DATA
ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____
REASON DELAYED: _____

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

RECEIVER'S SIGNATURE X _____

DELIVERY DATA
ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____
REASON DELAYED: _____

DRIVER REMARKS _____

IN CASE OF LEAK, SPILL, FIRE OR OTHER EMERGENCY CALL **CHEMTREC 1-800-424-9300**

SHIPPER

STRAIGHT BILL OF LADING – SHORT FORM

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

Date 11/17/22 Bill of Lading No. 338529

Shipper No.

Carrier No.

Shipping Order

LTB Transport
(Name of Carrier)

TO: Consignee	Acadian Oil	FROM: Shipper	Colleen Poole
Street	1525 River Rd	Street	554 Dudley Bernard Rd
Destination	Bernard LA	Zip Code 70842	Origin	Zip Code 70357
Route:	Hwy 8	Vehicle No. 74932	SCAC	Emergency Response Phone Number

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions — Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
BBL	X	UN1267 Petroleum Crude Oil	77,150		
		140.5665			

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".

REMIT C.O.D. TO: ADDRESS

C.O.D. Amt. $

C.O.D. FEE: PREPAID ☐ COLLECT ☐ $

TOTAL CHARGES: $

Note–Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

$ _____ per _____

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carri[REDACTED]all other charges.

_____
(Signature of Consignor)

FREIGHT CHARGES
Check Appropriate Box:
☐ Freight prepaid
☐ Collect

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

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

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

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

SHIPPER

PER

CARRIER

PER

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

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

STRAIGHT BILL OF LADING – SHORT FORM

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

Date _____ Bill of Lading No. _____

Shipper No. _____

Carrier No. _____

Shipping Order

_____ (Name of Carrier)

TO: Consignee

Street

Destination Zip Code

FROM: Shipper

Street

Origin Zip Code

Route: Vehicle No. SCAC Emergency Response Phone Number

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

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".

REMIT C.O.D. TO: ADDRESS

C.O.D. Amt. $

C.O.D. FEE: PREPAID ☐ COLLECT ☐ $

TOTAL CHARGES: $

Note–Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

$ _____ per _____

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make delivery of this shipment without payment of freight and all other charges.

_____ (Signature of Consignor)

FREIGHT CHARGES

Check Appropriate Box:

☐ Freight prepaid

☐ Collect

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

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

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

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

SHIPPER [redacted]

PER

CARRIER [redacted]

PER

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

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

STRAIGHT BILL OF LADING – SHORT FORM

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

Date _____ Bill of Lading No. _____

Shipper No. _____

Carrier No. _____

Shipping Order

_____ (Name of Carrier)

TO: Consignee		FROM: Shipper	
Street		Street	
Destination	Zip Code	Origin	Zip Code
Route:	Vehicle No.	SCAC	Emergency Response Phone Number

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

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".

REMIT C.O.D. TO: ADDRESS

C.O.D. Amt. $

C.O.D. FEE: PREPAID ☐ COLLECT ☐ $

TOTAL CHARGES: $

Note–Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

$ _____ per _____

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier [REDACTED] of freight and all other charges.

_____ (Signature of Consignor)

FREIGHT CHARGES

Check Appropriate Box:

☐ Freight prepaid

☐ Collect

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

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

[REDACTED]

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

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

CARRIER

PER

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

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

STRAIGHT BILL OF LADING – SHORT FORM

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

Date _____ Bill of Lading No. _____

Shipper No. _____

Carrier No. _____

Shipping Order

_____ (Name of Carrier)

TO: Consignee		FROM: Shipper	
Street		Street	
Destination	Zip Code	Origin	Zip Code
Route:	Vehicle No.	SCAC	Emergency Response Phone Number

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

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".

REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. $	C.O.D. FEE: PREPAID ☐ COLLECT ☐ $	TOTAL CHARGES: $

Note–Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

$ _____ per _____

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.

The carrier shall not make deliv[redacted] of this shipment without payment of freight and all other charges.

[redacted]

_____ (Signature of Consignor)

FREIGHT CHARGES

Check Appropriate Box:

☐ Freight prepaid

☐ Collect

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

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

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

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

SHIPPER [redacted]	CARRIER [redacted]
PER [redacted]	PER [redacted]

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

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

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

22367

EMERGENCY RESPONSE CONTACT:
E S & H
985-851-5055

Date 11-17- 2020

Operator Couvillion Lease No. C G

Lease Name Fourchon La.

Field

GAUGE	OIL LEVEL FEET	OIL LEVEL INCHES
1st		
2nd		

BS&W LEVEL FT.	BS&W LEVEL INCHES	TANK TEMP

TANK NO.	SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD

NEW

OBSERVED GRAVITY 26 @ 68 °F

PERCENT BS & W 2% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED AM PM

TIME DEPARTED AM PM

Ticket [redacted] #338529

DELIVERY STATION Berwick La.

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9967		.9800		.9768

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	143
X FACTOR	.9768
NET BBLS. PER RUN TIC.	139.68

GROSS

TARE

NET

OPEN

CLOSE

[redacted]

DRIVER

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	139.68
		BS		2.86
		Temp		-.46

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

Shipper: [redacted] **Date:**_____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

22368

EMERGENCY RESPONSE CONTACT:
E S & H
985-851-5055

Date 11-17- 2020

Operator Couvillion Lease No. C G

Lease Name Fourchon La.

Field

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

TANK NO. | SIZE | EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD

NEW

OBSERVED GRAVITY 26 @ 68 °F

PERCENT BS & W 1%

TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED AM PM

TIME DEPARTED AM PM

Ticket #338528

DELIVERY STATION Berwick La.

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F

1st

2nd

GROSS BARRELS 142

X FACTOR .9867

NET BBLS. PER RUN TIC. 140.12

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9967		.9900		.9867

GROSS

TARE

NET

OPEN [redacted]

CLOSE

DRIVER

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	140.12
		BS		1.42
		Temp		.46

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

Shipper: [redacted] **Date:**_____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST
Lease Run Ticket
22370

EMERGENCY RESPONSE CONTACT:
E S & H
985-851-5055

Date Nov-17 2020

Operator Couvillion Lease No. C G

Lease Name Fourchon La.

Field

GAUGE	OIL LEVEL FEET	OIL LEVEL INCHES
1st		
2nd		

BS&W LEVEL FT.	BS&W LEVEL INCHES	TANK TEMP

TANK NO.

SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD

NEW

OBSERVED GRAVITY 24 @ 70 °F

PERCENT BS & W 8% %

TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED AM PM

TIME DEPARTED AM PM

Ticket #3

DELIVERY STATION Berwick La.

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F

1st

2nd

GROSS BARRELS 140

X FACTOR .9163

NET BBLS. PER RUN TIC. 128.28

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9960		.9200		.9163

GROSS

TARE

NET

OPEN

CLOSE

REDACTED

DRIVER

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	128.28
		BS		11.2
		Temp		.52

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

Shipper: REDACTED **Date:**_____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

22290

EMERGENCY RESPONSE CONTACT:
E S & H
985-851-5055

Date 11-18- 2020

Operator Couvillion Lease No. C G

Lease Name Fourchon La.

Field

GAUGE	OIL LEVEL FEET	OIL LEVEL INCHES
1st		
2nd		

BS&W LEVEL FT.	BS&W LEVEL INCHES	TANK TEMP

TANK NO. | SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD

NEW

OBSERVED GRAVITY 25 @ 70 °F

PERCENT BS & W 4% %

TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED AM PM

TIME DEPARTED AM PM

Ticket #338530

DELIVERY STATION Berwick La.

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9959		.9600		.9561

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	130
X FACTOR	.9561
NET BBLS. PER RUN TIC.	124.29

GROSS

TARE

NET

OPEN

CLOSE

REDACTED

DRIVER

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	124.29
		BS		5.2
		Temp		✓51

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

Shipper: REDACTED **Date:**_____