



Couvillion Group, LLC
MC 20 Hydrocarbon Pump-Off #24 Results
Report

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3/30/2021

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Revision	Date	By	Check	Approve	Remarks
0	3/30/21				Initial Document

Summary:

Couvillion Group's Rapid Response Collection System initiated its twenty fourth collection cycle on 12/10/2020 and completed the cycle on 1/9/2021 resulting in a collection duration of 29.8 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 1/14/2021, with 663.9 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On the morning of 1/27/2021 Couvillion Group confirmed the initial measurement of 663.9 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 35.1 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. 68.5 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 552.2 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 517.5 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 -1.2 %.

Along with the processing of frac tanks 1-3 Couvillion Group processed the 4th frac tank which is referred to as the residual tank. The residual tank had an initial volume of 164.8 bbl of hydrocarbon fluids. A total of 31.1 bbl of water was decanted out of the frac tank and sent to E.R.R Evergreen LLC in Belle Chasse, La for disposal via vac truck. Following water truck transfers, 100.9 bbl of hydrocarbon fluids were sent to Acadiana Oil in Berwick, La. After temperature and BS&W deductions a net total of 96.0 bbl of oil was transferred from tanks 1-3 in the Port Fourchon Yard to the Acadiana Oil Company in Berwick, Louisiana. After processing was completed 32.8 bbl of hydrocarbon fluids were left in the 4th frac tank for processing at a later date. Total fluid reconciliation for frac tank 4 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 1/9/2021 at 0730 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 1725 hrs on 1/9/2021 and ended at 2355 on 1/12/2021. 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 676.5 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 1/13/2021. On the morning of 1/14/2021 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 663.9 bbl**. With dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of 13 days before transfer of the oil from the frac tanks to tank trucks began.

Dockside Frac Tanks to Truck Transfers

On the morning of 1/27/2021 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 123.9 bbl of hydrocarbon fluids. Upon arrival at Acadiana oil the hydrocarbon fluids from the first truck were tested for BS&W content. Assumed low temperatures during the decanting period did not allow the oil and water within the frac tank to separate. The truck was sent back to the Couvillion Group frac tanks for further decanting. The second day of frac tank to tank truck transfers began on 1/28/2021 at 06:00. Three trucks were loaded. The first and third truck did not meet criteria and the second truck carrying 140.2 bbl was accepted.

With authorization and directive from USCG, on 2/4/2021 a heater treater truck was brought to the Couvillion Group yard to heat the remaining oil that needed further decanting. The remaining hydrocarbon fluid in the frac tanks was heated to 120°F. From 2/4/2021 to 2/19/2021 a second decant period took place to allow for the collected fluids to separate. On 2/19/2021, 11.8 bbl of water was removed from the frac tanks and moved to frac tank 4. After the water was removed from the frac tanks, the first tank truck was loaded with 146.0 bbl of hydrocarbon fluids, a second truck was loaded with 150.7 bbl of hydrocarbon fluids, and a third truck was loaded with 115.3 bbl of hydrocarbon fluids. This completed the hydrocarbon transfer for pumpoff 24. There was a total of 68.5 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 -1.2%

On the Morning of 2/19/2021 residual tank 4 processing commenced and frac tank 4 started with a total quantity of 164.8. On 2/19/2021 a water vac truck was loaded with 66.2 bbl (35.1 bbl from frac tank 1-3 and 31.1 bbl from frac tank 4) of fluids for disposal at E.R.R. Evergreen in Belle Chasse, La. On 2/20/2021 a final product removal of 100.9 bbl of hydrocarbons were loaded into a truck from residual tank 4 and sent to Acadiana Oil in Berwick, La. After frac tank 4 processing 32.8 bbl of hydrocarbon fluids remained in the tank for futher decanting. Total reconciliation for frac tank 4 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 663.9 bbl of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 552.2 bbl to the Acadiana Oil Company, which netted out to a total of 517.5 bbl. From a total fluid reconciliation standpoint, measurements at different site locations were within -1.2 % for frac tanks 1-3. The calculated flow rate during the 29.8-day collection cycle offshore was 17.4 bbl/day or 730.8 gallon/day. Since installation of the RRS in April 2019, Couvillion Group has collected an average of 22.8 bbl/ day or 957.6 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 646,585.8 gallons of salvaged crude oil has been contained from the MC-20 site and recycled.**

Oil Tally

Oil Tally	Date	Total Fluid Transfer by Cypress (bbl)	Total Fluid Frac Tank Strap by NRC (bbl)	% Diff	Truck 1				Truck 2				Truck 3				Truck 4				Total Net	Total Net
					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)		
Pump Off #1	4/26/2019 5/6/2019	220.0	215.7	-2.0	113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6								187.4	187.4	
Pump Off #2	5/3/2019 5/8/2019	246.3	223.5	-10.2	101.3	102.0	-0.7	99.7	82.8	83.8	-1.2	81.9								181.6	369.0	
Pump Off #3	5/13/2019 5/16/2019	335.0	331.2	-1.1	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 6/20/2019 6/21/2019	901.7	905.5	0.4	139.4 137.7 48.5	145.8 136.2 47.1	-4.6 1.1 2.8	143.0 113.0 44.6	138.7 140.7	139.4 141.4	-0.5 -0.5	137.4 139.4		140.6	141.4	-0.6	134.2	144.1	141.4	1.9	138.4	850.0 1514.8
Pump Off #5	7/31/2019 8/1/2019 8/2/2019	1200.2	1196.6	-0.3	139.2 139.1 99.8	138.3 145.7 112.9	0.6 -4.7 -13.1	133.7 135.1 111.0	142.7 140.7 101.1	150.0 138.4 105.6	-5.1 1.6 -4.5	146.5 131.9 104.2	146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0	983.7 2498.5	
Pump Off #6	8/26/2019 8/27/2019	848.0	874.6	3.0	141.7 140.5	138.4 138.4	2.3 1.5	134.6 135.5	140.3 137.2	145.7 142.0	-3.8 -3.5	140.6 139.1	141.5 61.3	145.7 65.6	-3.0 -7.0	143.2 64.2					757.2 3255.7	
Pump Off #7	9/23/2019 9/24/2019	891.9	880.4	-1.3	138.0 144.4	134.7 142.0	2.4 1.7	132.4 139.1	144.3 143.7	151.8 138.4	-5.2 3.7	148.9 135.5	142.6 55.3	142.0 54.6	0.4 1.3	139.7 53.7					749.3 4005.0	
Pump off #8	10/21/2019 10/22/2019 10/23/2019	790.9	787.4	-0.4	143.9 137.7	131.0 141.4	9.0 -2.7	129.1 139.2	154.3 130.0	151.9 125.7	1.5 3.3	149.7 123.6	144.0	136.2	5.4	134.2						
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 11/19/2019 11/20/2019	772.3	757.8	-1.9	142.3 145.6	156.5 145.6	-10.0 0.0	153.6 143.6	143.8 92.1	131.0 94.6	8.9 -2.8	128.8 93.3	145.3	142.0	2.3	139.9					659.1 5463.5	
Pump off #10	12/17/2019 12/18/2019	940.7	942.8	0.2	142.0 146.4	138.4 138.4	2.5 5.5	136.9 136.8	71.4 144.3	69.2 145.7	3.1 -1.0	68.5 144.4	146.4 144.0	145.7 142.0	0.5 1.4	144.2 140.8	47.4	47.4	0.0	47.0	818.6 6282.1	
Pump off #11	1/9/2020 1/10/2020	697.7	691.0	-1.0	128.7 79.4	131.1 91.0	-1.9 -14.6	128.3 90.0	128.0 92.6	131.1 91.1	-2.4 1.6	129.3 90.0	129.8	131.1	-1.0	129.6						
Residual Tank	1/8/2020				141.9	142.0	-0.1	140.0													707.2 6989.3	
Pump off #12	2/12/2020 2/13/2020	725.4	722.5	-0.4	120.8 149.5	123.8 160.2	-2.5 -7	115.8 154	102.1 114.2	101.9 101.92	0.2 10.8	100.4 61.1	99.0	101.9	-2.9	97.5						
Residual Tank	2/17/2020				108.2	105.6	2.4	101.3													630.1 7619.4	
Pump off #13	3/11/2020 3/12/2020 3/13/2020	583.7	570.2	-2.4	114.5 93.6	115.2 94.3	-0.6 -0.7	112.7 91.9	138.3 120.0	136.2 120.4	1.5 -0.3	134.3 117.5									456.4 8075.8	
Pumpoff #14	4/16/2020 4/17/2020	966.7	928.8	-4.1	147.2 144.9	146.5 146.5	0.5 -1.1	144.6 144.3	145.2 144.1	141.2 141.2	2.8 2.0	139.4 139.1	148.0 87.4	146.5 88.9	1.0 -1.7	143.7 87.3					798.4 9006.5	
Residual Tank	4/14/2020				149.9	151.9	-1.3	132.3													132.3 9006.5	
Pump off #15	5/7/2020 5/8/2020	798.4	783.1	-1.9	150.3 147.2	145.8 149.4	3.0 -1.5	143.4 147.6	148.0 131.7	153.1 131.2	-3.4 0.4	149.4 128.6	145.2	142.1	2.1	138.7					707.7 9714.2	
Pump off #16	5/28/2020 5/29/2020	598.8	583.3	-2.7	142.1 138.0	140.3 138.5	1.3 -0.4	137.5 134.1		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 7/9/2020 7/10/2020	970.1	956.3	1.4	149.1 150.7	149.9 149.6	-0.5 0.7	146.8 146.6	148.8 137.1	145.5 138.0	2.2 -0.7	142.5 135.2	149.2 119.9	149.9 119.0	-0.5 0.8	146.8 116.5					834.4 11061.4	
Pumpoff #18	7/22/2020 7/27/2020 7/28/2020	658.4	642.6	-2.5	129.9 66.0	129.9 66.0	0.0 0.0	127.8 62.8	140.6	140.6	0.0	137.7	138.2	138.2	0.0	135.7	139.8	139.8	0.0	137.5	601.5 11663.1	
Residual Tank	7/28/2020								113	113	0.0	110.7									110.7 11773.8	
Pumpoff #19	9/1/2020 9/2/2020	901.6	886.4	-1.7	128.2 131.2	128.2 131.2	0.0 0.0	125.6 128.3	135.5 136.8	135.5 136.8	0.0 0.0	132.6 134.0	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 9/30/2020	464.2	450.9	-2.9	144.0 85.7	140.0 83.0	2.8 3.2	137.9 81.6	143.5	140.0	2.4	137.9									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 10/16/2020	620.9	610.1	-1.8	139.0 147.2	139.0 144.0	0.0 2.2	130.8 142.5	145.3 136.0	145.0 135.0	0.2 0.7	142.1 132.9									548.3 13593.6	
Pumpoff #22	11/16/2020 11/17/2020	685.6	673.2	-1.8	146.5 133.2	143.0 130.0	2.4 2.4	139.7 124.3	143.4	142.0	1.0	140.1	146.4	140.0	4.4	128.3					532.4 14126.0	
Pumpoff #23	12/30/2020 12/31/2020	781.7	784.3	0.3	146.1 145.3	140.0 141.0	4.2 3.0	137.3 138.4	146.8 113.9	140.0 111.0	4.6 2.5	138.6 107.2	145.2	137.0	5.6	133.9					655.4 14781.4	
Pumpoff #24	1/27/2021 1/28/2021 2/19/2021	676.5	663.9	-1.9	123.9 141.0 146.0	* * 135.0	* * 7.5	* * 133.7	140.2 150.7	140.0 141.0	0.1 6.4	137.7 139.0	146.8 115.3	* 112.0	* 2.9	* 107.1					517.5 15298.9	
Residual Tank	2/20/2021				100.9	101.5	-0.6	96.0													96.0 15394.9	

* Indicates that the load of fluids was returned to the Couvillion Frac tanks as the load had high BS&W content and requires further decanting

Total Fluid Reconciliation

	Date	Total Fluid Frac Tank Strap at Venice by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1	Truck 2	Truck 3	Truck 4	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
				Total Fluids to Acadiana NRC Frac Strap (bbl)						
Pump Off #1	4/26/2019	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							
	6/20/2019			139.4	138.7	0.0	0.0		310.6	
	6/21/2019			137.7	140.7	140.6	144.1		563.1	
	PO4: Total			48.5	0.0	0.0	0.0	0.6	49.1	
									922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3							
	8/1/2019			139.2	142.7				281.9	
	8/2/2019			139.1	140.7	146.0	138.0		563.8	
	PO5: Total			99.8	101.0			45.2	246.0	-0.7
									1188.0	
Pump Off #6	8/26/2019	874.6	56.8							
	8/27/2019		*	141.7	140.3	141.5			480.3	
	PO6: Total			140.5	137.2	61.3		57.9	396.9	
								*	877.2	0.3
Pump Off #7	9/23/2019	880.4	41.3							
	9/24/2019		*	138.0	144.3	142.6			466.2	
	PO7: Total			144.4	143.7	55.3		55.3	398.7	
								*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2							
	10/22/2019			143.9	154.3	144.0			27.2	
	10/23/2019			137.7	130.0				442.2	
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	757.8	32.0							
	11/20/2019			142.3	143.8	145.3			463.4	
	PO9: Total			145.6	92.1			55.6	293.3	
									756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4							
	12/18/2019			142.0	71.4	146.4			393.2	
	PO10: Total			146.4	144.3	144.0	47.4	73.9	556.0	
									949.2	0.7
Pump Off #11	1/9/2020	691.0	39.2							
	1/10/2020			128.7	128.0	129.8			498.4	
	1/8/2020			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							
	2/12/2020		2.7	120.8	102.1	99.0			49.1	
	2/13/2020		3.9	149.5	114.2			87.5	324.6	
	PO12: Total							*	355.1	
Residual tank	2/17/2020	265.8	93.6	108.2					728.8	0.9
	2/18/2020		23.5					121.7	201.8	
	Resid Total								145.2	
									347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6							
	3/12/2020		2.8	114.5	138.3				39.6	
	3/13/2020			93.6	120.0				255.6	
	PO13: Total							63.7	277.3	
									572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1							
	4/16/2020			147.2	145.2	148			55.1	
	4/17/2020			144.9	144.1	87.4		65.4	440.4	
	PO14: Total								441.8	
Residual tank	4/13/2020	244.1	67.6	149.9					937.3	0.9
	4/14/2020								67.6	
									176.5	
									244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3							
	5/7/2020		1.2	150.3	148.0	145.2			18.3	
	5/8/2020			147.2	131.7			40.0	444.7	
	PO15: Total								318.9	
									781.9	-0.2
Pumpoff #16	5/27/2020	583.3	25.3							
	5/28/2020			142.1					25.3	
	5/29/2020			138.0	135.1	115.0			142.1	
	PO16: Total							27.8	415.9	
Residual tank	5/27/2020		67.2						583.3	0.0
								153.6		
Pumpoff #17	7/8/2020	956.3	23.6							
	7/9/2020		2.4	149.1	148.8	149.2			23.6	
	7/10/2020			150.7	137.1	119.9		63.3	449.5	
	PO17: Total								471	
									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							
	9/2/2020			128.2	135.5				7.8	
	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							
	9/30/2020			144.0	143.5				24.8	
	9/30/2020			85.7					450.9	0.0
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							
	10/16/2020			139.0	145.3				28.6	
	10/16/2020			147.2	136.0				49.5	
Residual Tank	10/14/2020	293.4	111.8						610.1	0.0
	10/15/2020		132.1						293.4	0.0
Pumpoff #22	11/16/2020	673.2	68.7							
	11/17/2020		2.7	146.5	143.4	146.4				
	11/17/2020			133.2				32.3	673.2	0.0
Pumpoff #23	12/30/2020	784.3	30.3							
	12/31/2020			146.1	146.8	145.2				
	12/31/2020			145.3	113.9				56.7	
									784.3	0.0
Pumpoff #24	1/27/2021	663.9	23.3							
	1/28/2021			140.2						
	2/19/2021		11.8	146.0	150.7	115.3			655.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9				32.8	164.8	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
Collection Duration for 23rd Trip	11/3/2020	16:10	12/10/2020	13:00	36.9	655.4	17.8	747.6 gallons/day
Collection Duration for 24th Trip	12/10/2020	13:00	1/9/2021	9:15	29.8	517.5	17.4	730.8 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	1/9/2021	9:15	637.8	14,562.3	22.8	957.6 gallons/day
Total Collection to date	4/12/2019	0:00	1/9/2021	9:15	637.8	15,394.9	24.1	1,012.2 gallons/day

Totals from Pumpoff 1-24

	Bbl	Gal
Net Oil collected	15,394.9	646,585.8
Total Oily fluids collected:	17,267.2	725,222.4

Appendix 1

MC20 Product Removal and Transportation with Completed Documentation

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

Date: 1-14-21

Time Transfer Ended: 0810

	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 - 253.4	217.3	217.3	
Tank 2	0		196.7	196.7	
Tank 3	0	Starboard - 423.1	249.9	249.9	
Total	0	676.5	663.9	663.9	-1.9%

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

Sign-off by: USCGR Rep Signed Name: _____ Printed Name: _____ Date: 14 JAN 2021

 Couvillion Rep Signed Name: c Printed Name: _____ Date: 1-14-21

 Cypress Rep Signed Name: _____ Printed Name: _____ Date: 1-14-21

 NRC Rep Signed Name: _____ Printed Name: _____ Date: 1-14-21

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

Date: 1-27-2021 Time: 10:50

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	217.3	217.3	197.5	19.8
Tank 2	196.7	196.7	196.7	0
Tank 3	249.9	249.9	246.4	3.5
Total	663.9	663.9	638.6	23.3

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

Printed Name

te: 27Jan21

Couvillion Rep Signed Name: _____

Printed Name

te: 1-27-2021

NRC Rep Signed Name: _____

Printed Name

te: 1-27-2021

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 1-27-2021

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 4	30.5
Tank 2	
Tank 3	

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

Printed Name

Date: 27 Jan 21

Couvillion Rep Signed Name

Printed Name

Date: 1-27-2021

NRC Rep Signed Name

Printed Name

Date: 1-27-2021

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:	<u>Printed Name</u>	<u>Date:</u> 27 Jun 2021
Couvillion Rep Signed Name:	<u>Printed Name</u>	<u>Date:</u> 1-27-2021
NRC Rep Signed Name:	<u>Printed Name</u>	<u>Date:</u> 1-27-2021



Attachment C: WASTE MANAGEMENT TRACKING FORM

Oil Water Transportation and Net Crude Oil

Start Shipments Date: 1-28-2021

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
2	LEB	76011	1-28-21	AOC	141		
1	LEB	7565	1-28-21	AOC	140.2		
3	LEB	279	1-28-21	AOC	146.8		
Total Volumes Shipped by Gallons/bbls					428		

End of Shipments date: _____

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

Printed Name

ate: 28 Jan 21

Couvillion Rep Signed Name:

Printed Name

ate: 1-28-2021

NRC Rep Signed Name:

Printed Name

ate: 1-28-2021

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: _____

	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	217.3	197.5	19.8
Tank 2	196.7	196.7	0
Tank 3	249.9	246.4	3.5

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	197.5
Tank 2	196.7
Tank 3	246.4

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

Printed Name

Date: 27 Jan 21

Couvillion Rep Signed Name

Printed Name

Date: 1-27-2021

NRC Rep Signed Name

Printed Name

Date 1-27-2021



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

Date: 2-19-21 Time: _____

Time Measurements begin after Vessel Offloading in hours: _____

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1		170.3	170.3	0.0
Tank 2		155.6	146.2	9.4
Tank 3		166.4	164.0	2.4
Total	499.6	492.3	480.5	11.8
Tank 4		111.0	133.7	31.1

Sign-off by: USCG Rep (optional) Signed Name _____, Printed Name 2-19-21
 Couvillion Rep Signed Name _____, Printed Name 2-19-21
 NRC Rep Signed Name: _____, Printed Name 2-19-21



Attachment C: WASTE MANAGEMENT TRACKING FORM

Oil Water Transportation and Net Crude Oil

Start Shipments Date: 2-19-21

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	L+B	7404	2/19	AOC	146.0		
2	L+B	7661	2/19	AOC	150.7		
3	L+B	7641L	2/19	AOC	115.3		
Total Volumes Shipped by Gallons/bbls					412.0		

End of Shipments date: 2-19-21

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

Printed Name

Date: 2-19-21

Couvillion Rep Signed Name:

Printed Name

Date: 2-19-21

NRC Rep Signed Name:

Printed Name

Date: 2-19-21



Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 2-19-21

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	19.6
Tank 2	30.9
Tank 3	18.0
Tank 4	31.1

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

rinted Nam

Date: 2-19-21

Couvillion Rep Signed Name:

rinted Nam

Date: 2-19-21

NRC Rep Signed Name:

rinted Nam

Date: 2-19-21

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: _____

Printed Name _____

2-19-21

Couvillion Rep Signed Name: *U*

Printed Name _____

2-19-21

NRC Rep Signed Name: *1*

Printed Name _____

2-19-21

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 2-19-21

	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	170.3	170.3	0.0
Tank 2	155.6	146.2	9.4
Tank 3	166.4	164.0	2.4
Tank 4	164.8	133.7	31.1

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	19.6
Tank 2	30.9
Tank 3	18.0
Tank 4	31.1

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

ed Nam

Date: 2-19-21

Couvillion Rep Signed Name:

ed Nam

Date: 2-19-21

NRC Rep Signed Name:

ed Nam

Date: 2-19-21



Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 2-20-21

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
4	LFB	78104	2-20	AOC	100.9		
Total Volumes Shipped by Gallons/bbls					100.9		

End of Shipments date: 2-20-21

Sign-off by: USCG Rep (Optional) Signed Name _____ ited Name _____ 7 Date: 2-20-21

Couvillion Rep Signed Name: _____ ited Name _____ n Date: 2-20-21

NRC Rep Signed Name: _____ ited Name _____ Date 2-20-21



Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 2-20-21

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank #4	32.8
Tank 2	
Tank 3	

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

Printed Name

Date: 2-20-21

Couvillion Rep Signed Name

Printed Name

Date: 2-20-21

NRC Rep Signed Name

Printed Name

Date: 2-20-21

Appendix II

NRC Waste Handling Documentation

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date: 1-14-21	Location: GIS		
Facility/Vehicle Number:		Start Time	End Time
Vessel Name: Brandon Bordelon		0615	0810
Vessel Official Number:		Vessel Capacity (Total) (bbls):	
Product Transferred: (sude oil)		Est. Transfer Volume (bbls):	

Note For Emergency Notification Discharge amounts (Gallons):

Average most probable:

Maximum most probable:

Worst case discharge:

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

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

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

Pre-Transfer Conference and Agreement (Continued)

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

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.

1-14-21 DATE 0615 TIME

1-14-21 DATE 0615 TIME

TRANSFER COMPLETED: 663.9 Barrels AMOUNT (GALLONS) 1-14-21 DATE 0810 TIME

(FORM UPDATED April 13 2019)

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY: Port Fourchon / Couvillion Dock 1-14-21 0615
 NAME OF VESSEL: Brandon Bordeaux DATE TRANSFER OPERATIONS STARTS

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

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

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

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

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

PERSON IN CHARGE OF VESSEL	Signature Title Time <u>0615</u> Date <u>1-14-21</u>	PERSON IN CHARGE OF FACILITY	Signature Title Time <u>0615</u> Date <u>1-14-21</u>
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The operator of each facility and the operator of each vessel shall retain a signed copy for at least a month.

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

NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS

Date: <u>01/14/2021</u>	Start Time: <u>0600</u>	Job Number: <u>19-0192</u>
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- 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 BB 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 BB will send a 100' section of 3-inch petroleum duty hose to the dock where it will be connected to the hoses leading to a properly rated and tested manifold. The manifold has one inlet and three outlets. Each outlet will be fitted with a 3-inch transfer hose and affixed to the frac tanks. Once the connections are secured and the declaration of inspection (DOI) is complete, the 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.

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

EQUIPMENT

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

ATTACHMENTS

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

1-14-2024

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

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

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

JOB HAZARD ANALYSIS

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
			pm	7/27/20 01-14-21

ACKNOWLEDGEMENT

Employee Name	Signature	Date
		1-14-21
		1-14-21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

TANK 24



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

1-27-2021

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

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

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

JOB HAZARD ANALYSIS

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> Inadequate hydration Extended work periods without rest resulting in heat stress 	<ul style="list-style-type: none"> Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing. (or that they suspect with co-workers).
11. Break time	<ul style="list-style-type: none"> Potential for ingestion of petroleum product or other contaminants. Fire hazards from unrestricted smoking Direct sun reduces recovery time for workers during breaks Inadequate water 	<ul style="list-style-type: none"> Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. Only smoke in designated areas. Ensure that break areas have adequate shade and cooling potential for personnel Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	<ul style="list-style-type: none"> Potential for secondary contamination by absorption, injection, or ingestion 	<ul style="list-style-type: none"> Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. Only use safety scissors (never knives) to cut Tyvek from personnel. Ensure that workers wash hands and face thoroughly.
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REVIEW

Date
7/27/20
1-27-21

Date
1/27/21
1/27/21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

	01-27-21
	01/27/21
	1-27-21

1-27-21
1-27-21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

2/4/2021

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

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

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

JOB HAZARD ANALYSIS

1 Job Steps	2 Potential Hazards	3 Preventive Measures / Special PPE
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SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
				2/4/21
				Date
				2-4-21
				2-4-21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

02/04/2021
2/4/21
2/4/21

2/4/21

2/4/21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

2/19/21

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

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

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

JOB HAZARD ANALYSIS

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
				2/19/21

Date
2/19/21
3-19-21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

3/19/21
2/19/21
2-19-21

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 2-20-21

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

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

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

JOB HAZARD ANALYSIS

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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



Job Hazard Analysis

Revision: 08/2015

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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
				2-20-21

Date
2/20/21
2-20-21
2/20/21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

[
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	02/20/21
	12/20/21
	2/20/21

Job Safety and Environmental Analysis

Date:		New Revised		JSA No (if desired):	
Location: <i>Booth</i>	<i>MRC1</i>	Revised by (initials):			
TASK/JOB (Describe): <i>Hot oil tanks tanks</i>		UWA Name and Title:		List other companies on site:	
Persons involved in job/task (list additional names on back)		Signature	Name	Signature	Reviewed:
Sequence of Basic Job Steps		Potential incidents or hazards at Each Step		Recommendations to Eliminate or Reduce Potential Hazards	
LOADING	LEAKS, IMPROPER ALIGNMENT, MISCOMMUNICATION	SLIP, TRIP, FALLS, WEATHER CONDITION		CHECK FOR LEAKS, PROPER VALVE, ALIGNMENT, MONITOR PRESSURE & KEEPING	TEMP. GAUGE, COMMUNICATE WITH ALL PPL WATCH FOR WIND LIGHTNING RAIN
RIGGING UP AND PUMPING	LEAKS, IMPROPER ALIGNMENT, MISCOMMUNICATION	SLIP, TRIPS, FALLS, FIRE HAZARD		CHECK FOR LEAKS, PROPER VALVE, MONITOR PRESSURE & KEEPING	TEMP. GAUGE, COMMUNICATE WITH ALL PPL, INSPECT FIRE EXT.
RIGGING DOWN	LEAKS, IMPROPER ALIGNMENT, TRAPPED PRESSURE			CHECK FOR LEAKS, PROPER VALVE, ALIGNMENT, BLEED OFF PRESSURE	
Safety Equipment Required to do this Job/Task: (check all applicable):		Barricades?		Tools/Equipment Needed to do Job/Task:	
Hard Hats? <input checked="" type="checkbox"/>	Work Vests/PPD? <input checked="" type="checkbox"/>	Fire Extinguisher? <input checked="" type="checkbox"/>	Hearing? <input type="checkbox"/>	Crane	
Safety Glasses? <input checked="" type="checkbox"/>	Safety Harness? <input checked="" type="checkbox"/>	Lock-out/Tag-Out? <input checked="" type="checkbox"/>		Forklift	
Face Shields? <input checked="" type="checkbox"/>	Proper Gloves? <input checked="" type="checkbox"/>	Work Permit Required? <input checked="" type="checkbox"/>			
Goggles? <input checked="" type="checkbox"/>	Safety Shoes? <input checked="" type="checkbox"/>				
Immediate Supervisor's Name (print): <i>Troy Cameron</i>	Approved	Rejected	Signature:	Date:	
PIC Name (print):	Approved	Rejected	Signature:	Date:	

AWARENESS IS THE KEY

NON-HAZARDOUS MANIFEST

GENERATOR

Generator Evergreen LLC I.D. # 11927
 Address 2004 Indigo St Shipping Location Evergreen LLC
New Orleans LA 70114 Address 294 Indigo St
 Phone 504 3652200/504 8250114 Phone 504 3652200

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type
<u>Oil</u>		<u>4298</u>	<u>GAL</u>	<u>TT</u>

SHIPPING SEAL NUMBERS

--	--	--	--

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

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

[Redacted] 27 2021
 Generator Authorized Agent Name (Print) _____ Signature _____ Delivery Date _____

TRANSPORTER

Transporter Name _____ Driver Name _____
 I.D. # _____ Truck Number _____
 Address _____ Truck Type _____

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

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

Driver Signature _____ Shipment Date _____

Driver Signature _____ Delivery Date _____

DESTINATION

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

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS.

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

NON-HAZARDOUS MANIFEST

GENERATOR

Generator 0524 I.D. # _____
 Address 200 Highway 91 Shipping Location _____
Natchitoches, LA 71454 Address _____
 Phone 504 335-2300 Phone _____

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type
		<u>20 18</u>	<u>500</u>	

SHIPPING SEAL NUMBERS

--	--	--	--

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

I HEREBY CERTIFY THAT THE ABOVE DESCRIBED MATERIALS ARE NOT HAZARDOUS WASTES AS DEFINED BY 40 CFR, PART 261 OR ANY APPLICABLE STATE LAW, HAVE BEEN FULLY AND ACCURATELY DESCRIBED, CLASSIFIED AND PACKAGING.

Generator Authorized Agent Name (Print) _____ Signature _____ Delivery Date 11/21/21

TRANSPORTER

Transporter Name L88 TRANSPORT INC Driver Name MIKE DAVIS
 I.D. # _____ Truck Number 1722
 Address 701 ALLEN LA Truck Type TT

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

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

Driver Signature _____ Shipment Date _____ Driver Signature [Signature] Delivery Date 11/21/21

DESTINATION

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

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS.

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

L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER
WILLIAMB

ORDER NO:
354079

CUSTOMER
P.O.

ORDERED BY **WILLIAMB**

RELEASE NO.

LOAD DATE **01/27/21**

TIME **11:39**

LOADING DRIVER **AVEE**

TRUCK NO. **UNKNOWN**

TRAILER NO. **500096 8980**

DELIVERY DATE **01/27/21**

TIME **16:39**

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 / 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: _____ 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 Terry Segura*

DELIVERY DATA

ARRIVE: _____ START: _____ FINISH: _____ DEPART: _____ HOURS DELAYED: _____

REASON DELAYED: _____

DRIVER REMARKS *paid toll*

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

CONSIGNEE

STRAIGHT BILL OF LADING - SHORT FORM

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

Date 2-20-21 Bill of Lading No. 4

Shipping Order

L+B transport
(Name of Carrier)

Shipper No. 4

Carrier No. 4

TO: Consignee <u>Academy Oil</u>		FROM: Shipper <u>Camillion Dock GIS</u>	
Street <u>1825 Hwy Port</u>		Street <u>354 Duddys Road RA</u>	
Destination <u>Berwick LA</u>	Zip Code <u>70512</u>	Origin <u>Port Houston</u>	Zip Code <u>700</u>
Route: <u>Hwy</u>	Vehicle No. <u>7404</u>	SCAC	Emergency Response Phone Number <u>1566 255 3924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>661</u> <u>100.9</u>	<u>X</u>	<u>UN1267 Petroleum Crude Oil, 3,009 L</u> <u>100.9 661</u>	<u>64000</u>		

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

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

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

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.

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 172.202, 172.203, and 172.204.

SH
PE

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 that 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.

L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER
DOUGT

ORDER NO.
359322

CUSTOMER P.O.

ORDERED BY **DOUGT**

RELEASE NO.

LOAD DATE **02/20/21**

TIME **05:00**

LOADING DRIVER **WLCH**

TRUCK NO. **404**

TRAILER NO. **800439**

DELIVERY DATE **02/20/21**

TIME **07:00**

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:
CBOVILLION DOCK
554 Dudley Bernard road
Golden Meadow, LA 70357

TRAILER / Shipper Signature

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT
102431		
WLCH # 70121		
800439		

DRIVER SPECIAL INSTRUCTIONS: *used use has configured from 2/19 L+B*

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							\$15.00
DELIVERY								

TRAILER RENTAL	DELIVERY DATE: _____ TIME: _____ PICK UP DATE: _____ TIME: _____	WEIGHT DATA		
		GROSS	TARE	NET
TRAILER NO. _____				

LOADING DATA ARRIVE: 0630 START: 0800 FINISH: 0835 DEPART: 0850 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 *Tony Sague*

DELIVERY DATA ARRIVE: 1105 START: 1110 FINISH: 1140 DEPART: 1158 HOURS DELAYED: _____

REASON DELAYED: _____

DRIVER REMARKS

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

STRAIGHT BILL OF LADING - SHORT FORM

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

Date 2-19-21

Bill of Lading No. 1

Shipping Order

Shipper No. _____

Carrier No. _____

213 Transport
(Name of Carrier)

TO: Consignee <u>A cad... Oil</u>		FROM: Shipper <u>Guillermo Mack GTS</u>	
Street <u>1825 R... Rd</u>		Street <u>584 D... B...</u>	
Destination <u>B... Rd</u>		Zip Code <u>76812</u>	Origin <u>Port... Station</u>
Route: <u>B...</u>		Vehicle No. <u>7404</u>	SCAC _____
		Emergency Response Phone Number <u>1500 715 3117</u>	

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
1460	X	UN 1267 Petrol... Oil (1, 3, 19)	7700		
		1460 bu			

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

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

Tony...
(Signature of Consignor)

FREIGHT CHARGES
Check Appropriate Box:
 Freight prepaid
 Collect

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

Mark with "RD" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) (a) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement.	The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201 Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203.	Note: Liability limitation for loss or damage in this shipment may be applicable. See 49
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2

Materials of varying sizes are 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.

L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER
DOUGT

ORDER NO.
553175

CUSTOMER P.O.

ORDERED BY
DOUGT

RELEASE NO.

LOAD DATE
02/19/21

TIME
05:00

LOADING DRIVER
WILCH

TRUCK NO.
404

TRAILER NO.
800439

DELIVERY DATE
02/19/21

TIME
07:00

DELIVERY DRIVER

TRUCK NO.

TRAILER NO.

BILL TO: TOACACY INDUSTRIES, LLC
308 St George Ave

Jefferson, LA 70121

CONSIGNEE: OIL
1825 River road

Berwick, LA 70342

SHIPPER: VILLION DOCK
554 Dudley Bernard road

Golden Meadow, LA 70357

TRAILER Shipper Signature

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT
	<i>Trey Segura</i>	

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	DELIVERY DATE: _____ TIME: _____	WEIGHT DATA		
		GROSS	TARE	NET
TRAILER NO. _____	PICK UP DATE: _____ TIME: _____			

LOADING DATA ARRIVE: 0600 START: 0700 FINISH: 0815 DEPART: 0835 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 *Trey Segura*

DELIVERY DATA ARRIVE: 1030 START: 1205 FINISH: 1230 DEPART: 1235 HOURS DELAYED: _____

REASON DELAYED: _____

DRIVER REMARKS

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

STRAIGHT BILL OF LADING - SHORT FORM

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

Date 2-19-21 Bill of Lading No. 2

Shipping Order

L+B Transport
(Name of Carrier)

Shipper No. _____

Carrier No. _____

TO: Consignee <u>Academy Oil</u>		FROM: Shipper <u>Couv. Inn Dock GB</u>	
Street <u>1875 River Rd</u>		Street <u>591 Dudley Boulevard</u>	
Destination <u>Birmingham</u>		Zip Code <u>70842</u>	Origin <u>Port Fourchon</u> Zip Code _____
Route: _____	Vehicle No. <u>7061</u>	SCAC _____	Emergency Response Phone Number <u>1888 255 3924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 380.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>150.7</u>	<u>X</u>	<u>UN 1267 Petroleum Crude Oil, 3/Pg 11</u>		<u>78500</u>		
		<u>150.7 (U)</u>				

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS _____	C.O.D. Amt. \$ _____	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$ _____	TOTAL CHARGES: \$ _____
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. <u>[Signature]</u> (Signature of Consignor)		FREIGHT CHARGES Check Appropriate Box: <input type="checkbox"/> Freight prepaid <input type="checkbox"/> Collect	

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

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

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, 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).

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.

See the appropriate number of packages and any other information on the bill of lading. Agency 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.

L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER

DOUGT

ORDER NO.
589152

CUSTOMER P.O.

ORDERED BY DOUGT

RELEASE NO.

LOAD DATE 02/19/21

TIME 06:30

LOADING DRIVER BENNEJ

TRUCK NO. 7661L

TRAILER NO. 8980

DELIVERY DATE 02/19/21

TIME 11:30

DELIVERY DRIVER BENNEJ

TRUCK NO. 7661

TRAILER NO. 8980

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

CONSIGNEE:
ROYAL OIL
1825 River road
Berwick, LA 70342

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

TRAILER Shipper Signatu

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT
X UN 1267	Petroleum Crude oil, 3. PG II	150.7

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	WEIGHT DATA		
	DELIVERY DATE: _____ TIME: _____ PICK UP DATE: _____ TIME: _____	GROSS	TARE

LOADING DATA
ARRIVE: 6:50 AM START: 7:10 AM FINISH: 8:15 AM DEPART: 8:23 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 *Terry Segura*

DELIVERY DATA
ARRIVE: 10:20 AM START: 10:25 AM FINISH: 11:50 AM DEPART: 11:55 AM HOURS DELAYED: _____
REASON DELAYED: _____

DRIVER REMARKS

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

L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER
DOUGT

ORDER NO.
559183

CUSTOMER P.O.

ORDERED BY DOUGT

RELEASE NO.

LOAD DATE 02/19/21 TIME 07:00

LOADING DRIVER SIMSD

TRUCK NO. 7641L

TRAILER NO. 800022

DELIVERY DATE 02/19/21 TIME 12:00

DELIVERY DRIVER SIMSD

TRUCK NO. 7641L

TRAILER NO. 800022

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

CONSIGNEE:
 1825 River road
 Berwick, LA 70342

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

TRAILER
 Shipper
 Signature

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	DELIVERY DATE: _____ TIME: _____	PICK UP DATE: _____ TIME: _____	WEIGHT DATA		
			GROSS	TARE	NET
TRAILER NO. _____					

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 *Teary Seguen*

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

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

21957

EMERGENCY RESPONSE CONTACT:

ES & H (Trk #1) Date Jan 28 - 20 21
985-851-5055

Operator Cowillion Lease No.

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

Lease Name Fouchon La.

Field

G A U G E	OIL LEVEL				BS&W LEVEL			TANK TEMP	
	FEET		INCHES		FT.	INCHES			
1st									
2nd									

TANK NO.					SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS					
OLD					
NEW					

OBSERVED GRAVITY 28 @ 58 °F

PERCENT BS & W 1.69 % TEMPERATURE OF OIL IN TANK °F

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

DELIVERY STATION Berwick La.

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>0.9996</u>		<u>0.9840</u>		<u>0.9836</u>

GROSS BARRELS	<u>140</u>
X FACTOR	<u>0.9836</u>
NET BBL. PER RUN TIC.	<u>137.70</u>

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	137.70
		BS		2.24
		Temp		0.06

"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".

Shipped at: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

21882

EMERGENCY RESPONSE CONTACT:

ES & H (Trk#1) Date Feb 19 20 21
985-851-5055

Operator Covillion Lease No. C G

Lease Name Fouchon La.

Field

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

TANK NO.	SIZE

EST. GROSS GALLONS @ °F

LOG NUMBER	OLD	NEW	PERCENT BS & W	TEMPERATURE OF OIL IN TANK
			1.6%	24 @ 45 °F

LOG NUMBER	TIME ARRIVED	AM PM	TIME DEPARTED	AM PM

OFFICE USE ONLY
GRAVITY CORR. TO 60 °F

1st	
2nd	

DELIVERY STATION Berwick La.

TEMP. FACTOR	x	BS & W FACTOR	=	X FACTOR
1.0001		0.98		

GROSS BARRELS	135
x FACTOR	0.9900
NET BBLs.	

GROSS	LOSS	OPERATOR'S WITNESS:
TARE		
NET		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	133.65
		BS		2.16
		Temp		- .81

"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 REGULATION."

Shipper: _____ Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

21881

EMERGENCY RESPONSE CONTACT:

E S & H (Trk #2) Date Feb 19 20 21
985-851-5055

Operator Cowillion Lease No.

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

Lease Name Fouchon La

Field _____

G A U G E	OIL LEVEL			
	FEET		INCHES	
1st				
2nd				

BS&W LEVEL			TANK TEMP	
FT.	INCHES			

TANK NO.					SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS					
OLD					
NEW					

OBSERVED GRAVITY 24 @ 45 °F

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

LOG NUMBER	
TIME ARRIVED	AM PM
TIME DEPARTED	AM PM

Ticket #2

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

DELIVERY STATION Berwick La.

GROSS BARRELS	141
X FACTOR	.9860
NET BBL. PER RUN TIC.	139.02

TEMP. FACTOR	x	BS & W FACTOR	=	X FACTOR
1.0061		.9800		.9860

GROSS	O P E N	DRIVER
TARE		OPERATOR'S WITNESS
NET	C L O S E	DRIVER
		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	139.02
		BS		2.82
		Temp		-84

"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 REGULATION."

Shipper: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

21883

EMERGENCY RESPONSE CONTACT:

E S & H

985-851-5055

(Trk #3)

Date

Feb 19 20 21

Operator Covillion

Lease No.

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

Lease Name Fouchon La.

Field

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st				
2nd				

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.				SIZE

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

SERIAL NUMBERS					
OLD					
NEW					

OBSERVED GRAVITY 24 @ 45° F

PERCENT BS & W 5% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	
TIME ARRIVED	AM PM
TIME DEPARTED	AM PM

Ticket #3

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>112</u>
X FACTOR	<u>.9558</u>
NET BBL. PER RUN TIC.	<u>107.05</u>

DELIVERY STATION Berwick La.

TEMP FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>1.0061</u>		<u>-.9500</u>		<u>.9558</u>

GROSS	CLOSURE	OPERATOR'S WITNESS
TARE		
NET		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>1107.05</u>
		<u>BS</u>		<u>5.6</u>
		<u>Temp</u>		<u>-.05</u>

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

St

Date:

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

21886

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055 (Trk #4) Date Feb 20 2021

Operator Cowillion Lease No. C G

Lease Name Fourchon La.

Field

G A U G E	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.	SIZE
Tank 03	20000

EST. GROSS GALLONS @ °F

OLD	NEW

OBSERVED GRAVITY 24 @ 54 °F
PERCENT BS & W 6.9% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER
TIME ARRIVED AM PM
TIME DEPARTED AM PM

Ticket #4

OFFICE USE ONLY
GRAVITY CORR. TO 60 °F

1st	
2nd	

DELIVERY STATION Berwick La.

GROSS BARRELS 101.5
X FACTOR .9457
NET BBL. PER RUN TIC. 95.99

TEMP. FACTOR 1.0001 x BS & W FACTOR .9400 = X FACTOR .9457

GROSS	TARE	NET

DRIVER / /
OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	95.99
		BS		6.09
		Temp		-.98

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, D AND LABELED AND ARE IN ACCORDING TO THE APPLICABLE REGULATIONS PORTATION".

Shipper: | Date: _____