Couvillion Group, LLC

MC 20 Hydrocarbon Pump-Off #40 Results Report

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8/9/2022

Revision	Date	By	Check	Approve	Remarks
0	8/9/2022	[redacted]			Initial Document

Summary:

Couvillion Group's Rapid Response Collection System initiated its fortieth collection cycle on 6/7/2022 and completed the cycle on 7/14/2022 resulting in a collection duration of 36.6 days. Using the OSV Ocean Evolution 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 7/17/2022, with 702.1 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On 7/27/2022, Couvillion Group confirmed the initial measurement of 702.1 bbl of hydrocarbon fluids in frac tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1-3, a total of 15.4 bbl of water was decanted. This 15.4 bbl of water was sent to E.R.R. Evergreen LLC in Belle Chasse for disposal. A gross total of 648.5 bbl of fluids according to NRC strapping measurements was sent to Acadiana oil using tank trucks from frac tanks 1-3. After temperature and BS&W deductions a net total of 619.2 bbl of oil was transferred from tanks 1-3 in the Port Fourchon yard to the Acadiana Oil Company.

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 Ocean Evolution OSV moved in place on location at MC20 on 7/13/2022 at 22:30 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. On 7/14/2022 the ATI/BTI were closed at 5:15, marking the end of the 40th collection cycle. Pumping commenced at 14:35 hrs on 7/14/2022 and ended at 16:40 on 7/15/2022. 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 707.2 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 Ocean Evolution arrived at the Couvillion Dock in Port Fourchon, Louisiana on 7/17/2022. On the morning of 7/17/2022 hoses were run from the tanks on the vessel through a diaphragm pump and then run to 500 bbl frac tanks. The pump-off process was begun and continued until all MPT tanks aboard the OSV Ocean Evolution 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 702.1 bbl.** With the dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of time before the transfer of the oil from the frac tanks to tank trucks.

Dockside Frac Tanks to Truck Transfers

On the morning of 7/28/2022 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 139.1 bbls, the second truck received 144.9 bbls, and the third truck received 135.9 bbls of hydrocarbon fluids. The second day of truck transfers began on 7/29/2022 at 06:00. The first truck received 141.8 bbls and the final truck of pump off 40 received 86.8 bbls of hydrocarbon fluids. There was a total of 38.2 bbls of residual fluids which remained in frac tanks 1-3 and was later pumped into tank 4. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Total fluid reconciliation for frac tanks 1-3 was within 0.0%.

Truck to Facility Transfer

Upon arrival at the Acadiana Oil Company site each truck enters a loading bay. Before any fluids are transferred an Acadiana Oil Representative straps their tank for an initial measurement and then transfer of fluid begins. While the pump off is underway an Acadiana Oil Company Representative takes three fluid samples during the transfer process from the pump outlet from which hydrocarbon fluid is flowing. These samples are taken at the beginning of the transfer, mid-way through the transfer, and at the end of the transfer process to ensure a full mixture. The sample is then taken to their testing area where tests are run to determine: % BS&W content, temperature, and specific gravity. Temperature and specific gravity are recorded via the use of a hydrometer, while BS&W content is determined via the use of a centrifuge with a 50/50 mixture of the sample with mineral spirits. Once all sampling is completed and recorded (see copy in Appendix I) the Acadiana Oil Company Representative again straps their tank 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 702.1 bbl of hydrocarbon fluid was transferred from the Ocean Evolution into an onshore frac tank. Tank trucks transported a gross total of 648.5 bbl to the Acadiana Oil Company, which netted out to a total of 619.2 bbl. From a total fluid reconciliation standpoint, measurements at different site locations were within 0.0 % for frac tanks 1-3. The calculated flow rate during the 36.6-day collection cycle offshore was 16.9 bbl/day or 709.8 gal/day. Monthly pump off collection rates reflects 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 1,042,935.6 gallons of salvaged crude oil has been contained from the MC-20 site.

Oil Tally

					Truck 1				Truck 2				Truck 3				Truck 4					Running
Oil Tally	Date	Total Fluid Transfer by Siemens (bbl)	Total Fluid Frac Tank Strap by NRC (bbl)	% Diff	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Net Oil (bbl)	Total Net Oil (bbl)
Pump Off #1	4/26/2019	220.0	215.7	-2.0																		
	5/6/2019				113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6									187.4	187.4
Pump Off #2	5/3/2019	246.3	223.5	-10.2																		
	5/8/2019				101.3	102.0	-0.7	99.7	82.8	83.8	-1.2	81.9									181.6	369.0
Pump Off #3	5/13/2019	335.0	331.2	-1.1																		
	5/16/2019				103.2	89.1	13.7	82.9	126.4	136.4	-7.9	132.1	108.5	99.5	8.3	80.7					295.7	664.8
Pump Off #4	6/19/2019	901.7	905.5	0.4	139.4	145.8	-4.6	143.0	138.7	139.4	-0.5	137.4										
	6/20/2019				137.7	136.2	1.1	113.0	140.7	141.4	-0.5	139.4	140.6	141.4	-0.6	134.2	144.1	141.4	1.9	138.4		
	6/21/2019				48.5	47.1	2.8	44.6													850.0	1,514.8
Pump Off #5	7/31/2019	1200.2	1196.6	-0.3	139.2	138.3	0.6	133.7	142.7	150.0	-5.1	146.5										
	8/1/2019				139.1	145.7	-4.7	135.1	140.7	138.4	1.6	131.9	146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0		
	8/2/2019				99.8	112.9	-13.1	111.0	101.1	105.6	-4.5	104.2									983.7	2,498.5
Pump Off #6	8/26/2019	848.0	874.6	3.0	141.7	138.4	2.3	134.6	140.3	145.7	-3.8	140.6	141.5	145.7	-3.0	143.2						
	8/27/2019				140.5	138.4	1.5	135.5	137.2	142.0	-3.5	139.1	61.3	65.6	-7.0	64.2						
																					757.2	3,255.7
Pump Off #7	9/23/2019	891.9	880.4	-1.3	138.0	134.7	2.4	132.4	144.3	151.8	-5.2	148.9	142.6	142.0	0.4	139.7						
	9/24/2019				144.4	142.0	1.7	139.1	143.7	138.4	3.7	135.5	55.3	54.6	1.3	53.7					749.3	4,005.0
Pump off #8	10/21/2019	790.9	787.4	-0.4																		
	10/22/2019				143.9	131.0	9.0	129.1	154.3	151.9	1.5	149.7	144.0	136.2	5.4	134.2						
	10/23/2019				137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6										
Residual Tank	10/23/2019		205.1										125.4	125.7	-0.2	123.6					799.4	4,804.4
Pump off #9	11/11/2019	772.3	757.8	-1.9																		
	11/19/2019				142.3	156.5	-10.0	153.6	143.8	131.0	8.9	128.8	145.3	142.0	2.3	139.9						
	11/20/2019				145.6	145.6	0.0	143.6	92.1	94.6	-2.8	93.3									659.1	5,463.5
Pump off #10	12/17/2019	940.7	942.8	0.2	142.0	138.4	2.5	136.9	71.4	69.2	3.1	68.5	146.4	145.7	0.5	144.2						
	12/18/2019				146.4	138.4	5.5	136.8	144.3	145.7	-1.0	144.4	144.0	142.0	1.4	140.8	47.4	47.4	0.0	47.0	818.6	6,282.1
Pump off #11	1/9/2020	697.7	691.0	-1.0	128.7	131.1	-1.9	128.3	128.0	131.1	-2.4	129.3	129.8	131.1	-1.0	129.6						
	1/10/2020				79.4	91.0	-14.6	90.0	92.6	91.1	1.6	90.0										
Residual Tank	1/8/2020				141.9	142.0	-0.1	140.0													707.2	6,989.3
Pump off #12	2/12/2020	725.4	722.5	-0.4	120.8	123.8	-2.5	115.8	102.1	101.9	0.2	100.4	99.0	101.9	-2.9	97.5						
	2/13/2020				149.5	160.2	-7	154	114.2	101.92	10.8	61.1										
Residual Tank	2/17/2020				108.2	105.6	2.4	101.3													630.1	7,619.4
Pump off #13	3/11/2020	583.7	570.2	-2.4																		
	3/12/2020				114.5	115.2	-0.6	112.7	138.3	136.2	1.5	134.3										
	3/13/2020				93.6	94.3	-0.7	91.9	120.0	120.4	-0.3	117.5									456.4	8,075.8
Pumpoff #14	4/16/2020	966.7	928.8	-4.1	147.2	146.5	0.5	144.6	145.2	141.2	2.8	139.4	148.0	146.5	1.0	143.7						
	4/17/2020				144.9	146.5	-1.1	144.3	144.1	141.2	2.0	139.1	87.4	88.9	-1.7	87.3					798.4	
Residual Tank	4/14/2020				149.9	151.9	-1.3	132.3													132.3	9,006.5
Pump off #15	5/7/2020	798.4	783.1	-1.9	150.3	145.8	3.0	143.4	148.0	153.1	-3.4	149.4	145.2	142.1	2.1	138.7						
	5/8/2020				147.2	149.4	-1.5	147.6	131.7	131.2	0.4	128.6									707.7	9,714.2
Pump off #16	5/28/2020	598.8	583.3	-2.7	142.1	140.3	1.3	137.5														
	5/29/2020				138.0	138.5	-0.4	134.1	135.1	134.8	0.2	131.7	115.0	116.6	-1.4	109.7					513.0	10,227.2
Pumpoff #17	7/8/2020	970.1	956.3	1.4																		
	7/9/2020				149.1	149.9	-0.5	146.8	148.8	145.5	2.2	142.5	149.2	149.9	-0.5	146.8						
	7/10/2020				150.7	149.6	0.7	146.6	137.1	138.0	-0.7	135.2	119.9	119.0	0.8	116.5					834.4	11,061.4
Pumpoff #18	7/22/2020	658.4	642.6	-2.5																		
	7/27/2020				129.9	129.9	0.0	127.8	140.6	140.6	0.0	137.7	138.2	138.2	0.0	135.7	139.8	139.8	0.0	137.5		
	7/28/2020				66.0	66.0	0.0	62.8													601.5	11,663.1
Residual Tank	7/28/2020								113	113	0.0	110.7									110.7	11,773.8
Pumpoff #19	9/1/2020	901.6	886.4	-1.7	128.2	128.2	0.0	125.6	135.5	135.5	0.0	132.6										
	9/2/2020				131.2	131.2	0.0	128.3	136.8	136.8	0.0	134.0	134.8	134.8	0.0	132.0	135.9	135.9	0.0	133.0	785.5	12,559.3

Oil Tally Contd.

					Truck 1				Truck 2				Truck 3				Truck 4					
Oil Tally	Date	Total Fluid Transfer by Siemens (bbl)	Total Fluid Frac Tank Strap by NRC (bbl)	% Diff	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	% Diff	Net Oil (bbl)	Total Net Oil (bbl)	Running Total Net Oil (bbl)
Pumpoff #20	9/29/2020	464.2	450.9	-2.9	144.0	140.0	2.8	137.9	143.5	140.0	2.4	137.9										
	9/30/2020				85.7	83.0	3.2	81.6													357.4	12,916.7
Residual Tank	10/1/2020				136.5	131.0	4.0	128.6													128.6	13,045.3
Pumpoff #21	10/15/2020	620.9	610.1	-1.8	139.0	139.0	0.0	130.8	145.3	145.0	0.2	142.1										
	10/16/2020				147.2	144.0	2.2	142.5	136.0	135.0	0.7	132.9									548.3	13,593.6
Pumpoff #22	11/16/2020	685.6	673.2	-1.8	146.5	143.0	2.4	139.7	143.4	142.0	1.0	140.1	146.4	140.0	4.4	128.3						
	11/17/2020				133.2	130.0	2.4	124.3													532.4	14,126.0
Pumpoff #23	12/30/2020	781.7	784.3	0.3	146.1	140.0	4.2	137.3	146.8	140.0	4.6	138.6	145.2	137.0	5.6	133.9						
	12/31/2020				145.3	141.0	3.0	138.4	113.9	111.0	2.5	107.2									655.4	14,781.4
Pumpoff # 24	1/27/2021	676.5	663.9	-1.9	123.9	*	*	*														
	1/28/2021				141.0	*	*	*	140.2	140.0	0.1	137.7	146.8	*	*	*						
	2/19/2021				146.0	135.0	7.5	133.7	150.7	141.0	6.4	139.0	115.3	112.0	2.9	107.05					517.5	15,298.9
Residual Tank	2/20/2021				100.9	101.5	-0.6	96.0													96.0	15,394.9
Pumpoff #25	3/8/2021	759.7	738.1	-2.9	144.6	143.0	1.1	140.9	146.5	143.0	2.4	141.7	146.0	140.0	4.1	137.4					624.7	16,019.5
	3/9/2021				144.1	140	2.8	133.9	77.3	75.0	3.0	70.8										
Pumpoff #26-27	4/21/2021	498.2	472.6	-5.4	143.7	136.2	5.2	134.8	142.6	138.6	2.8	137.2										
	4/22/2021	553.0	544.3	-1.6	123.5	129.7	-5.0	128.0	146.4	146.7	-0.2	146.6	144.1	142.0	1.5	139.9						
	4/23/2021								111.4	109.1	2.1	106.3									792.8	16,812.3
Residual Tank	4/23/2021				132.5	131	1.1	127.0													127.0	16,939.3
Pumpoff #28	5/26/2021	716.0	706.1	-1.4																		
	5/27/2021				144.5	140.6	2.7	136.3	141.1	139.0	1.5	136.6	143.3	140.4	2	137.9					565.2	17,504.5
	5/28/2021				81.1	78.0	3.8	76.1	88.7	82.0	7.6	78.3										
Pumpoff #29	7/14/2021 7/15/2021 7/16/2021	648.0	631.7	-2.6	114.7	115.3	-0.5	113.8	150.8	149.0	1.2	145.9	119.8	120.2	-0.3	118.5	155.3	151.7	2.3	149.2	527.4	18,031.9
Pumpoff #30	8/5/2021	763.0	750.2	-1.7	115.3	115.0	0.3	112.9	112.6	111.0	1.4	109.0	106.8	105.0	1.7	103.2					673.4	18705.3
	8/6/2021				118.5	118.0	0.4	115.5	118.4	117.0	1.2	114.2	124.3	123.0	1.0	118.6						
Pumpoff #31	9/23/2021	616.2	598.4	-3.0	145.6	141.6	2.7	140.0	142.9	142.9	0.0	141.8									530.8	19236.1
	9/24/2021				126.3	123.1	2.5	119.8	138.7	134.3	3.2	129.2										
Pumpoff #32	11/3/2021	952.4	937.1	-1.6	147.8	147.0	0.5	145.5	148.7	148.0	0.5	146.0										
	11/4/2021				152.5	149.0	2.3	147.0	154.6	145.0	6.2	142.2										
	11/5/2021				150.2	147.0	2.1	144.8														
	11/9/2021				118.8	117.0	1.5	115.4													840.9	20077.0
Pumpoff #33	11/30/2021	787.9	786.2	-0.2	142.9	140.5	1.7	139.5	144.0	140.9	2.2	139.9	149.6	145.3	2.9	143.6						
	12/1/2021				141.5	138.5	2.1	137.8	130.9	128.0	2.2	127.2									688.0	20765.0
Pumpoff #34	1/6/2022	686.6	673.8	-1.9	149.6	140.5	6.1	138.9	144.0	148.3	-3.0	146.1	152.3	148.5		147.2						
	1/7/2022				86.4	87.0	-0.7	86.3													518.5	21283.5
Pumpoff #35	2/16/2022	564.2	551.9	-2.2	144.1	144.0	0.1	142.7	140.2	136.2	2.9	140.2										
					125.5	120.0	4.4	118.3	121.8	114.6	5.9	112.3									513.5	
	Residual Tank				94.0	88.0	6.4	70.1													70.1	21867.1
Pumpoff #36	3/23/2022	690.7	678.5	-1.8	152.5	148.3	2.8	147.4	152.7	147.9	3.1	145.8										
	3/24/2022				148.0	142.1	4.0	141.1	157.6	150.0	4.8	144.6									578.9	22446.0
Pumpoff #37	5/4/2022	882.7	868.2	-1.7	146.0	144.0	1.4	141.4	151.5	146.6	3.2	143.9	156.2	153.0	2.0	150.8						
	5/6/2022				145.7	142.4	2.3	141.3	127.3	125.0	1.8	123.7	70.4	68.3	3.0	67.4					768.5	23214.5
Pumpoff #38	6/1/2022	685.4	674.0	-1.7	145.2	142.0	2.2	139.9	150.3	146.7	2.4	144.6										
	6/2/2022				140.2	135.0	3.7	128.1	136.6	132.6	2.9	130.4									543.0	23757.5
Pumpoff #39	6/29/2022	545.5	539.3	-1.3	145.7	136.9	6.0	134.1	143.6	140.7	2.0	137.7										
	6/30/2022				142.0	139.5	1.8	136.7	49.8	49.0	1.6	46.6									455.1	24212.6
Pumpoff #40	7/28/2022	707.2	702.1	-0.7	139.1	137.0	1.5	134.4	144.9	140.7	2.9	137.6	135.9	133.2	2.0	130.2						
	7/29/2022				141.8	138.1	2.6	135.2	86.8	83.3	4.0	81.8									619.2	24831.8

Total Fluid Reconciliation

				Truck 1	Truck 2	Truck 3	Truck 4			
	Date	Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
Pump Off #1	4/26/2019	215.7	0.0							
	5/6/2019			113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019	223.5	15.6							
	5/8/2019			101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019	331.2	0.0							
	5/16/2019			103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019	905.5	32.5	139.4	138.7	0.0	0.0		310.6	
	6/20/2019			137.7	140.7	140.6	144.1		563.1	
	6/21/2019			48.5	0.0	0.0	0.0	0.6	49.1	
	PO4: Total								922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3	139.2	142.7				281.9	
	8/1/2019			139.1	140.7	146.0	138.0		563.8	
	8/2/2019			99.8	101.0			45.2	246.0	-0.7
	PO5: Total								1188.0	
Pump Off #6	8/26/2019	874.6	56.8	141.7	140.3	141.5			480.3	
	8/27/2019		*	140.5	137.2	61.3		57.9	396.9	
	PO6: Total							*	877.2	0.3
Pump Off #7	9/23/2019	880.4	41.3	138.0	144.3	142.6			466.2	
	9/24/2019		*	144.4	143.7	55.3		55.3	398.7	
	P07: Total							*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2						27.2	
	10/22/2019			143.9	154.3	144.0			442.2	
	10/23/2019			137.7	130.0				267.7	
Residual Tank	10/23/2019	205.1	53.5			125.4		66.4	245.3	
	PO8: Total								982.4	-1.0
Pump Off #9	11/19/2019		32.0	142.3	143.8	145.3			463.4	
	11/20/2019	757.8		145.6	92.1			55.6	293.3	
	PO9: Total								756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4	142.0	71.4	146.4			393.2	
	12/18/2019			146.4	144.3	144.0	47.4	73.9	556.0	
	PO10: Total								949.2	0.7
Pump Off #11	1/9/2020	691.0	39.2	128.7	128.0	129.8		72.7	498.4	
	1/10/2020			79.4	92.6				172.0	
Residual Tank	1/8/2020	307.0	81.5	141.9				121.7	345.1	
	PO11: Total								1015.5	1.8
Pumpoff #12	2/11/2020	722.5	49.1						49.1	
	2/12/2020		2.7	120.8	102.1	99.0			324.6	
	2/13/2020		3.9	149.5	114.2			87.5	355.1	
	PO12: Total							*	728.8	0.9
Residual tank	2/17/2020	265.8	93.6	108.2					201.8	
	2/18/2020		23.5					121.7	145.2	
	Resid Total								347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6						39.6	
	3/12/2020		2.8	114.5	138.3				255.6	
	3/13/2020			93.6	120.0			63.7	277.3	
	PO13: Total								572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1						55.1	
	4/16/2020			147.2	145.2	148			440.4	
	4/17/2020			144.9	144.1	87.4		65.4	441.8	
	PO14:Total								937.3	0.9
Residual tank	4/13/2020	244.1	67.6						67.6	
	4/14/2020			149.9				26.6	176.5	
									244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3						18.3	
	5/7/2020		1.2	150.3	148.0	145.2			444.7	
	5/8/2020			147.2	131.7			40.0	318.9	
	PO15: Total								781.9	-0.2
Pumpoff #16	5/27/2020	583.3	25.3						25.3	
	5/28/2020			142.1					142.1	
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
	PO16: Total								583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020	956.3	23.6						23.6	
	7/9/2020		2.4	149.1	148.8	149.2			449.5	
	7/10/2020			150.7	137.1	119.9		63.3	471	
	PO17: Total								944.1	-1.3
Pumpoff #18	7/22/2020	642.6	14.3							
	7/27/2020			129.9	140.6	138.2	139.8	0.0		
	7/28/2020		13.6	66.0					642.4	0.0
Residual Tank	7/22/2020	299.6	67.2							
	7/28/2020		31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020	886.4	7.8	128.2	135.5					
	9/2/2020			131.2	135.9	135.9	134.8	76.2	885.5	-0.1
Residual Tank	8/31/2020	292.6	102.9					189.7	189.7	

Total Fluid Reconciliation Contd.

				Truck 1	Truck 2	Truck 3	Truck 4			
	Date	Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
Pumpoff #20	9/29/2020	450.9	52.9	144.0	143.5			24.8	450.9	0.0
	9/30/2020			85.7						
Residual Tank	9/30/2020	273.2	116.1							
	10/1/2020		2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020	610.1	14.0	139.0	145.3					
	10/16/2020			147.2	136.0			28.6	610.1	0.0
Residual Tank	10/14/2020	293.4	111.8					49.5	293.4	0.0
	10/15/2020		132.1							
Pumpoff #22	11/16/2020	673.2	68.7	146.5	143.4	146.4				
	11/17/2020		2.7	133.2				32.3	673.2	0.0
Pumpoff #23	12/30/2020	784.3	30.3	146.1	146.8	145.2				
	12/31/2020			145.3	113.9			56.7	784.3	0.0
	1/27/2021	663.9	23.3							
Pumpoff #24	1/28/2021			140.2						
	2/19/2021		11.8	146.0	150.7	115.3		68.5	655.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9				32.8	164.8	0.0
Pumpoff # 25	3/3/2021	738.1	26.1							
	3/8/2021		5.7	144.6	146.5	146.0				
	3/9/2021			144.1	77 3			47.8	738.1	0.0
Pumpoff # 26-27	4/1/2021	1016.9	73.8							
	4/20/2021		60.2							
	4/21/2021			143.7	142.6					
	4/22/2021		6.4	123.5	146.4	144.1		62.2	1014.3	
	4/23/2021			111.4						-0.3
Residual Tank	4/21/2021	216.9	9.4	132.5				23.8		
	4/22/2021		18.2							
	4/23/2021		32.6						216.5	-0.2
Pumpoff #28	5/26/2021	706.1	72.5							
	5/27/2021			144.5	141.4	143.3				
	5/28/2021			81.1	88.7			34.6	706.1	0.0
Pumpoff #29	7/14/2021									
	7/15/2021	631.7	81.4	114.7	150.8	119.8	155.3	9.7	631.7	0.0
Residual Tank	7/16/2021	371.2	219.1						371.2	0.0
	7/21/2021		152.1							
Pumpoff #30	8/4/2021	750.2	20.4							
	8/5/2021			115.3	112.6	106.8				
	8/6/2021			118.5	118.4	124.3		33.9	750.2	0.0
Pumpoff #31	9/22/2021	598.4	16.7							
	9/23/2021			145.6	142.9					
	9/24/2021		28.2	126.3	138.7				598.4	0.0
Pumpoff #32	11/3/2021	937.1	31.7	147.8	148.7					
	11/4/2021			152.5	154.6					
	11/5/2021			150.2						
	11/9/2021			118.8				32.0	936.3	-0.1
Pumpoff #33	11/29/2021	786.2	56.0							
	11/30/2021			142.9	144.0	149.6				
	12/1/2021			141.5	130.9			21.3	786.2	0.0
Pumpoff #34	1/5/2022	673.8	107.1							
	1/6/2022			149.6	144.0	152.3				
	1/7/2022			86.4				34.2	673.6	-0.6
Pumpoff #35	2/8/2022	551.9	6.2					8.3	555.4	
	2/15/2022		9.3							
	2/16/2022			144.1	140.2					
	2/17/2022			125.5	121.8					0.6
Residual Tank	2/8/2022	207.1	104.8							
	2/17/2022		1.5	94 0				6.8	207.1	0.0
Pumpoff #36	2/21/2022	678.5								
	3/18/2022		54.9							
	3/23/2022		3.1	152.5	152.7			31.6	700.4	
	3/24/2022			148	157.6					3.1
Residual Tank	3/18/2022	27.7	27.7					0	27.7	0.0
Pumpoff #37	4/6/2022	868.2								
	4/22/2022		22.9							
	5/4/2022		2.8	146	151.5	156.2				
	5/6/2022			145.7	127.3	70.4		46.2	869.0	0.1
Pumpoff #38	5/15/2022	674								
	5/31/2022		69.2							
	6/1/2022		3.9	145.2	150.3					
	6/2/2022			140.2	136.6			28.6	674.0	0.0
Pumpoff #39	6/28/2022	538.3	39.3							
	6/29/2022			145.7	143.6					
	6/30/2022			142	49 8			22.0	542.4	0.2
Pumpoff #40	7/27/2022	702.1	15.4							
	7/28/2022			139.1	144.9	135.9				
	7/29/2022			141.8	86 8			38.2	702.1	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
Collection Duration for 25th Trip	1/9/2021	9:15	2/21/2021	11:30	43.1	624.7	14.5	609.0	gallons/day
Collection Duration for 26th Trip	2/21/2021	11:30	3/15/2021	22:25	22.4	-	-	-	
Collection Duration for 27th Trip	3/15/2021	22:25	4/8/2021	12:35	23.6	-	-	-	
Collection Duration for 26-27th Trip	2/21/2021	11:30	4/8/2021	12:35	46.0	792.8	17.2	722.4	gallons/day
Collection Duration for 28th Trip	4/8/2021	12:35	5/14/2021	12:14	36.0	565.2	15.7	659.4	gallons/day
Collection Duraiton for 29th Trip	5/14/2021	12:14	6/11/2021	12:08	28.0	527.4	18.8	789.6	gallons/day
Collection Duration for 30th Trip	6/11/2021	12:08	7/22/2021	13:38	41.1	673.4	16.4	688.8	gallons/day
Collection Duration for 31st Trip	7/22/2021	13:38	9/4/2021	5:40	43.7	-	-	-	gallons/day
Collection Duration for 32nd Trip	9/4/2021	5:40	10/5/2021	15:30	31.4	-	-	-	gallons/day
Collection Duration for 31-32nd Trip	7/22/2021	13:38	10/5/2021	15:30	75.1	1371.7	18.3	768.6	gallons/day
Collection Duration for 33rd Trip	10/5/2021	15:30	11/13/2021	22:29	39.3	688.0	17.5	735.0	gallons/day
Collection Duration for 34th Trip	11/13/2021	22:29	12/14/2022	13:20	30.6	518.5	16.9	709.8	gallons/day
Collection Duration for 35th Trip	12/14/2022	13:20	1/13/2022	23:30	30.4	513.5	16.9	709.8	gallons/day
Collection Duration for 36th Trip	1/13/2022	23:30	2/18/2022	17:25	35.8	578.9	16.2	680.4	gallons/day
Collection Duration for 37th Trip	2/18/2022	17:25	4/4/2022	17:56	45.0	768.5	17.1	718.2	gallons/day
Collection Duration for 38th Trip	4/4/2022	17:56	5/11/2022	16:43	36.9	547.6	14.8	621.6	gallons/day
Collection Duration for 39th Trip	5/11/2022	16:43	6/7/2022	15:50	26.9	455.1	16.9	709.8	gallons/day
Collection Duration for 40th Trip	6/7/2022	15:50	7/14/2022	5:15	36.6	619.2	16.9	709.8	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	7/14/2022	5:15	1189.2	23,806.8	20 0	840.0 gallons/day
Total Collection to date	4/12/2019	0:00	7/14/2022	5:15	1189.2	24,831.8	20 9	877.8 gallons/day

Totals from Pumpoff 1-40

	Bbl	Gal
Net Oil collected	24,831.8	1,042,935.6
Total Oily fluids collected:	28,119.7	1,181,027.4

Appendix 1

MC20 Product Removal and Transportation with Completed Documentation

MC20 Pump off 4/0

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

COUVILLION
Couvillion Group, LLC

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

Date: 7-17-2022

Time Transfer Ended: _____

	Column A	Column B	Column C	Column D	Column E
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100
Tank 1	0	Port 282.1	230		
Tank 2	0		238.2		
Tank 3	0	Starboard 424.5	233.9		
Total		707.2	702.1	-5.1	.7

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

Sign-off by:

USCG Rep Signed Name [redacted], Printed Name [redacted] Date: 7-17-2022

Couvillion Rep Signed Name: _____ Printed Name _____ Date: 7-17-2022

Siemens Energy
~~Cypress~~ Rep Signed Name [redacted], Printed Name [redacted] Date: 7-17-22

NRC Rep Signed Name: _____, Printed Name _____ Date: 7-17-2022

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

COUVILLION
Couvillion Group, LLC

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

Date: 7-27-22 **Time:** _____

Time Measurements begin after Vessel Offloading in hours: _____

	Column A	Column B	Column C	Column D
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	**Today's Interim Tank Strap Measurement bbl**	**Tank Strap Measurement after Decanting bbl**	**Oily Water Mixture Volume Column (B-C) bbl**
Tank 1	230.0	230.0	226.6	3.4
Tank 2	238.2	238.2	229.7	8.5
Tank 3	233.9	233.9	230.4	3.5
Total	702.1	702.1	686.7	15.4
Tank 4	324.5	324.5	222.7	101.8

Sign-off by: USCG Rep **(optional)** Signed Name: [redacted] Printed Name [redacted] Date: 7-27-22

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 7-27-22

NRC Rep Signed Name: [redacted] Printed Name [redacted] Date: 7-27-22

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

COUVILLION
Couvillion Group, LLC

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 7-27-22

	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	230.0	226.6	3.4
Tank 2	238.2	229.7	8.5
Tank 3	233.9	230.4	3.5
Tank 4	324.5	222.7	101.8

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	226.6
Tank 2	229.7
Tank 3	230.4

Sign-off by: USCG Rep(Optional) Signed Name: [redacted] Printed Name [redacted] Date: 7-27-22

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 7-27 22

NRC Rep Signed Name: [redacted] Printed Name [redacted] Date 7-27-22

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

COUVILLION
Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 7-27-22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	226.6
Tank 2	229.7
Tank 3	230.4
Tank 4	222.7

Sign-off by: USCG Rep (Optional) Signed Name: [redacted], Printed Name [redacted] Date: 7-27-22

Couvillion Rep Signed Name: [redacted], Printed Name [redacted] Date: 7-27-22

NRC Rep Signed Name: [redacted], Printed Name [redacted] Date 7-27-22

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

COUVILLION
Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 7-28-22

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	AOC	2001-02	7-28-22	AOC	139.1		
2	AOC	2001-01	7-28-22	AOC	144.9		
3	AOC	2001-03	7-28-22	AOC	135.9		
Total Volumes Shipped by Gallons/bbls							

End of Shipments date: _____

Sign-off by: USCG Rep (Optional) Signed Name: [redacted] Printed Name [redacted] Date: 7-28-22

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 7-28-22

NRC Rep Signed Name: [redacted] Printed Name [redacted] Date 7-28-22

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 7-28-22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	12.9
Tank 2	159.4
Tank 3	94.5

Sign-off by: USCG Rep (Optional) Signed Name [redacted], Printed Name [redacted] Date: 7-28-22

Couvillion Rep Signed Name: [redacted], Printed Name [redacted] Date: 7-28-22

NRC Rep Signed Name: [redacted], Printed Name [redacted] Date 7-29-22

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

COUVILLION
Couvillion Group, LLC

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 7-29-22

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	AOC	141.8	7-29	AOC			
5	AOC	86.8	7-29	AOC			
Total Volumes Shipped by Gallons/bbls							

End of Shipments date: _____

Sign-off by: USCG Rep (Optional) Signed Name: [redacted] Printed Name [redacted] Date: 7-29-22

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 7.29.22

NRC Rep Signed Name: [redacted] Printed Name [redacted] Date 7-29-22

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

COUVILLION
Couvillion Group, LLC

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

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

No Solids

Sign-off by: USCG Rep(Optional) Signed Name: [redacted] Printed Name [redacted] Date: 7-25-22

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 7-29-22

NRC Rep Signed Name: [redacted] Printed Name [redacted] Date 7.29.22

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 7.29.22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	12.9
Tank 2	17.6
Tank 3	7.7

Sign-off by: USCG Rep (Optional) Signed Name: [redacted] Printed Name [redacted] Date: 7.29.22

Couvillion Rep Signed Name: [redacted] Printed Name [redacted] Date: 7.29.22

NRC Rep Signed Name: [redacted] Printed Name [redacted] Date 7.25.22

ACADIANA OIL & ENVIRONMENTAL

CORPORATION

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

TRANSPORT MANIFEST
Lease Run Ticket
23472

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

Date July 28 2022

Operator Cowillion Lease No. C G

Lease Name C/O Terrell Trading

Field Fourchon

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

TANK NO.	SIZE	EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD	01907552
NEW	0190951 0

OBSERVED GRAVITY 28.8 @ 82 °F

PERCENT BS & W 1.8 %

TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	
TIME ARRIVED	9:50 AM PM
TIME DEPARTED	10:30 AM PM
DELIVERY STATION	Central Crude Shell-Gibson

meter
1722918.4
1722784

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	137
X FACTOR	.9809
NET BBLS. PER RUN TIC.	134.38

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9908		.9900		.9809

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	134.38
	Temp			1.25
	BSW			1.37

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

Shipper: Mike LeBlanc Jr. Date:

STRAIGHT BILL OF LADING – SHORT FORM

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

Date 7-28-22

Bill of Lading No. _____

Shipper No. 1

Carrier No. 1

Original—Not Negotiable

Acadiana Oil Company
(Name of Carrier)

TO: Consignee	Acadiana Oil Company	FROM: Shipper	Carrithers Ranch
Street	1825 River Rd.	Street	554 Dudley Berwick
Destination	Berwick	Zip Code 70842	Origin Zip Code 70
Route:	Hwy 90	Vehicle No. 2001-02	SCAC Emergency Resp Phone Number

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or
139.1 bbl	X	UN1267 Petroleum Crude Oil, 3, PG.II	72100	
		139.1 bbls		

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

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

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

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

$_____ per _____

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

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

_____
(Signature of Consignor)

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 or and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this cor 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 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 interes erty, 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 Freig 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 certif 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 shipper and accepted for himself and his assigns.

Mark with "RQ" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(iii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on this 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 com pany interpretation of requirements as described in 49 Code of Federal Regulations 172, Subpart C-Shipping Papers. Such description consists of the following per Sec tions 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary hazards.

Note: or d may Unite

SHIPPER [redacted]

PER

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 tion was made available and/or carrier has the U.S. Department of Transportation e or equivalent documentation in the vehicle. Property described above is received in g

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST
Lease Run Ticket
23665

EMERGENCY RESPONSE CONTACT:
ES&H
985-851-5055

Date 7-28 20 22

Operator Couvillion Lease No. C G

Lease Name Jo Terrell Treadaway

Field Fourchon

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

TANK NO.	SIZE	EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD 190 9598

NEW 1909 650

OBSERVED GRAVITY 27 @ 90 °F

PERCENT BS & W 1 %

TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED 1255 AM PM

TIME DEPARTED 1340 AM PM

DELIVERY STATION Central Crude Shell Golden Meadow La

meter
1723192.2
1723051.5

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	140.7
X FACTOR	.9777
NET BBLS. PER RUN TIC.	137.57

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9976		.9900		.9777

TRUCK # GROSS

TARE

NET 0400

OPEN / CLOSE

DRIVER

OPERATOR'S WITNESS

[redacted]

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	137.57
	Temp			1.73
	BS & W			1.41

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

Shipper: Mike LeBlanc Jr. Date:

STRAIGHT BILL OF LADING – SHORT FORM

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

Original—Not Negotiable

Date 7-28-22

Bill of Lading No.

Shipper No. 2

Carrier No. 2

Academy Oil Company
(Name of Carrier)

TO: Consignee	Academy Oil Company
Street	1825 River Rd
Destination	Berwick
Zip Code	70842
Route:	Hwy 90
Vehicle No.	2001-01
FROM: Shipper	Cavallier Dock
Street	554 Dudley Barnard
Origin	
Zip Code	
SCAC	
Emergency Resp Phone Number	

No. Shipping Units	*HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or
144.9 bbl	X	UN1267 Petroleum Crude Oil, 3, PG II	73,900	
		144.9 bbls		

Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.

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

REMIT C.O.D. TO: ADDRESS

C.O.D. Amt. $

C.O.D. FEE: PREPAID ☐ COLLECT ☐ $

TOTAL CHARGES: $

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

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

$_____ per _____

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

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

_____
(Signature of Consignor)

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 and and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this con 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 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 interest erty, 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 Freig 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 certifie 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 shipper and accepted for himself and his assigns.

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

The format and content of hazardous item list is the responsibility of individual company interpretative 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: or da may Unless

[redacted]

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 tion was made available and/or carrier has the U.S. Department of Transportation en or equivalent documentation in the vehicle. Property described above is received in go

CORPORATION

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

TRANSPORT MANIFEST
Lease Run Ticket
24494

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

Date 7-28 20 22

Operator Couvillion Lease No. C G

Lease Name

Field Jourdon, La

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

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

SERIAL NUMBERS
OLD 5190952
NEW 0190958

OBSERVED GRAVITY 28 @ 90 °F
PERCENT BS & W 1 %
TEMPERATURE OF OIL IN TANK °F

meter 1722918.4
LOG NUMBER 17230516
Truck Time 0430-1530 11 hrs
TIME ARRIVED 1245 AM PM
TIME DEPARTED 1320 AM PM
DELIVERY STATION Central Crude (Shell) Gibson, La

OFFICE USE ONLY
GRAVITY CORR. TO 60 °F
1st
2nd
GROSS BARRELS 133.2
X FACTOR .9776
NET BBLS. PER RUN TIC. 130.22

TEMP. FACTOR	BS & W FACTOR	X FACTOR
.9875	.9900	.9776

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	130.22
	Temp			1.65
	BS & W			1.33

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

Shipper: Mike LeBlanc Jr. Date:

STRAIGHT BILL OF LADING – SHORT FORM

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

Date 7-28-22

Bill of Lading No.

Original—Not Negotiable

Acadiana Oil Company

(Name of Carrier)

Shipper No. 3

Carrier No. 3

TO: Consignee	Acadiana Oil Company	FROM: Shipper	Camellia Dock
Street	1825 River Rd.	Street	554 Dudley Barnard Rd.
Destination	Berwick	Zip Code 70842	Origin / Zip Code
Route:	Hwy 90	Vehicle No. 2001-03	SCAC / Emergency Response Phone Number

No. Shipping Units	+HM	Kind of Packaging, Description of Articles, Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or
135.9 bbl	X	UN1267 Petroleum Crude Oil, 3, PG.II	71100	
		135.9 bbls		

Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification Item 360.

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

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

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

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

$_____ per _____

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

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

_____

(Signature of Consignor)

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 or and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this cor 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 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 interest erty, 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 Freig 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 certifi 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 shipper and accepted for himself and his assigns.

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

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 and

Note: or th may Unite 70

SHIPPER [redacted]

PER

applicable regulations of the U.S. Department of Transportation.

tion was made available and/or carrier has the U.S. Department of Transportation or equivalent documentation in the vehicle. Property described above is received in g

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST
Lease Run Ticket
24495

EMERGENCY RESPONSE CONTACT:
ES&H
985-851-5055

Date 7-29 20 22

Operator Covey Road Lease No. C G

Lease Name

Field Jourchon, La

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

TANK NO.	SIZE	EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD 0190965 0

NEW 0190970 4

OBSERVED GRAVITY 27 @ 88 °F

PERCENT BS & W 1 %

TEMPERATURE OF OIL IN TANK °F

LOG NUMBER ~~1723376~~ 1723514 TRUCK Time 0330-1200 8.5 hrs

TIME ARRIVED 0930 AM PM

TIME DEPARTED 1035 AM PM

DELIVERY STATION Central CRUDE (Shell) Gibson, La

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	138.1
X FACTOR	.9786
NET BBLS. PER RUN TIC.	135.15

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
.9985		.9900		.9786

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	135.15
	Temp			1.57
	BSW			1.38

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

Shipper: Mike LeBlanc Jr. Date:

STRAIGHT BILL OF LADING – SHORT FORM

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

Original—Not Negotiable

Date 1-27-22

Bill of Lading No. _____

Shipper No. 4

Carrier No. 4

Acadian Oil Company
(Name of Carrier)

TO: Consignee	Acadian Oil Company	FROM: Shipper	Courtlion Dock
Street	1875 River Rd.	Street	554 Dudley Bernard
Destination	Berwick	Zip Code 70842	Origin	Zip Code 7
Route:	Hwy 90	Vehicle No. 2001-03	SCAC	Emergency Resp Phone Number

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or
141.8 bbl	X	UN1267 Petroleum Crude Oil, 3, PG.II	72900	
		141.8 bbls		

Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.

*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."

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

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

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

$ _____ per _____

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

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

_____
(Signature of Consignor)

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 or and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this cor 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 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 interest erty, 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 Frei 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 certifi 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 shipper and accepted for himself and his assigns.

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

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

Note: or d may Units 1470

SHIPPER [redacted]

PER

1 This [redacted] 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 tion was made available and/or carrier has the U.S. Department of Transportation e or equivalent documentation in the vehicle. Property described above is received in g

ACADIANA OIL & ENVIRONMENTAL
CORPORATION
1206 Lemaire St. • New Iberia, LA 70560
337-560-5573

TRANSPORT MANIFEST
Lease Run Ticket
23473

EMERGENCY RESPONSE CONTACT:
ES&H
985-851-5055

Date July 29 20 22

Operator Couvillion Lease No. C G

Lease Name C/o Terrell Trading

Field Fourchon

GAUGE	OIL LEVEL FEET		OIL LEVEL INCHES		
1st					
2nd					

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

TANK NO. | SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS

OLD	0	1	9	9	7	3	1
NEW	0	1	9	9	7	0	4

OBSERVED GRAVITY 28 @ 80 °F

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

LOG NUMBER

TIME ARRIVED 10:10 AM

TIME DEPARTED AM PM

1723597.9
1723514.6

DELIVERY STATION Central Crude Shell-Gibson

OFFICE USE ONLY	
GRAVITY CORR. TO 60 °F	
1st 25.7	86.8
2nd	
GROSS BARRELS	83.3
X FACTOR	.9818
NET BBLS. PER RUN TIC.	81.78

TEMP. FACTOR .9917 x BS & W FACTOR .9900 = X FACTOR .9818

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	81.78
	Temp			0.68
	BSW			0.83

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

Shipper: Mike LeBlanc Jr. Date:

STRAIGHT BILL OF LADING – SHORT FORM

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

Original—Not Negotiable

Date 7-29-22

Bill of Lading No. 5

Shipper No. 5

Carrier No. 5

Acadian Oil Company
(Name of Carrier)

TO: Consignee	Acadian Oil Company	FROM: Shipper	Cornelius Dock
Street	1825 River Rd.	Street	554 Dudley Bernard Rd
Destination	Bonnach	Zip Code 70842	Origin — Zip Code 70
Route:	Hwy 90	Vehicle No. 2001-02	SCAC — Emergency Respon Phone Number 1-

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 Uniform Motor Freight Classification, Item 360)	Weight (Subject to Correction)*	Rate or Ch
86.8 bbl	X	UN 1267 Petroleum Crude Oil, 3, PG. II	56306	
		86.8 bbls		

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

REMIT C.O.D. TO: ADDRESS

C.O.D. Amt. $

C.O.D. FEE: PREPAID ☐ COLLECT ☐ $

TOTAL CHARGES: $

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

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

$_____ per _____

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

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

_____
(Signature of Consignor)

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 orde and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this cont 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 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 interest erty, 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 Freig 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 certifi 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 shipper and accepted for himself and his assigns.

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

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, 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: or de may United 1470

SHIPPER [redacted]

PER

1 ... marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

...tifies ... tion was made available and/or carrier has the U.S. Department of Transportation e... or equivalent documentation in the vehicle. Property described above is received in g...

Appendix II

NRC Waste Handling Documentation

MC20 Pump Out #4/5
7-17-2022

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

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

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

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

JOB HAZARD ANALYSIS

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

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	• Personnel exposed to hazards related to hazardous atmospheres. • Ignition sources create potential for explosive conditions • Personnel not equipped to suppress incipient fire	• Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated • A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
7. Energizing pneumatic equipment	• Personnel injured when struck by hoses or pressure during hose connection or fitting failure. • Air leaks or blowout causing pressure related injuries. • Hearing loss/injury due to noise levels above 85 decibels	• All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. • Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. • Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
8. Transfer of recovered crude oil	• Personnel contacted by crude oil spray or environmental release. • Overfilling tank resulting in spills • Personnel overcome by potentially hazardous vapors	• All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. **The DOI Declaration of Inspection will be completed prior to operations.** • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	• Personnel contacted by crude oil spray or environmental release • Overfilling transportation vessel resulting in spills • Personnel overcome by potentially hazardous vapors • Fall hazards present if personnel are working above 6 feet	• All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
		detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	• Inadequate hydration • Extended work periods without rest resulting in heat stress	• Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). • Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	• Potential for ingestion of petroleum product or other contaminants. • Fire hazards from unrestricted smoking • Direct sun reduces recovery time for workers during breaks • Inadequate water	• Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. • Only smoke in designated areas. • Ensure that break areas have adequate shade and cooling potential for personnel • Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	• Potential for secondary contamination by absorption, injection, or ingestion	• Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. • Only use safety scissors (never knives) to cut Tyvek from personnel. • Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	• First Aid • OSHA recordable • Illness/Injury • Near Miss • Equipment/Vehicle Damage	• NRC employees and subcontractors are required to immediately report all incidents to their supervisor. • The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. • As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. • The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. • Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. • Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
[redacted]				7/27/20
			PM	7-27-22

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		7-12-22

[redacted]	7/15/21

MC 20 Pump Off #40

NRC	SAFETY MANAGEMENT SYSTEM	TEAM SAFETY IT'S THE WAY TO GO!
Form 8.1.7	Site Specific Safety Plan Project Name: _MC20 Recovered Crude Oil Transfer_	Revision: 08/2019

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

Date: 07/17/2022	**Start Time:** 0620	**Job Number:** 162159

☐ **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 OE 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 OE 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.

OE = Ocean Evolution

EQUIPMENT

- Air Compressor (One aboard the M/V OE – 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 PLAN APPROVAL

Site Safety Officer Jesse Bridges **Date** 7-17-2022

ACKNOWLEDGMENTS (signed by all NRC site personnel)

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

Date	Print Name	Signature
7-17-22	[redacted]	
7-17-22		

Pump off #90
7-27-22

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

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

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

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

JOB HAZARD ANALYSIS

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

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	• Personnel exposed to hazards related to hazardous atmospheres. • Ignition sources create potential for explosive conditions • Personnel not equipped to suppress incipient fire	• Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated • A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
7. Energizing pneumatic equipment	• Personnel injured when struck by hoses or pressure during hose connection or fitting failure. • Air leaks or blowout causing pressure related injuries. • Hearing loss/injury due to noise levels above 85 decibels	• All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. • Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. • Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
8. Transfer of recovered crude oil	• Personnel contacted by crude oil spray or environmental release. • Overfilling tank resulting in spills • Personnel overcome by potentially hazardous vapors	• All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. **The DOI Declaration of Inspection will be completed prior to operations.** • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	• Personnel contacted by crude oil spray or environmental release • Overfilling transportation vessel resulting in spills • Personnel overcome by potentially hazardous vapors • Fall hazards present if personnel are working above 6 feet	• All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
		detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
10. Prolonged exposure to elements (Heat Stress)	• Inadequate hydration • Extended work periods without rest resulting in heat stress	• Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). • Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	• Potential for ingestion of petroleum product or other contaminants. • Fire hazards from unrestricted smoking • Direct sun reduces recovery time for workers during breaks • Inadequate water	• Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. • Only smoke in designated areas. • Ensure that break areas have adequate shade and cooling potential for personnel • Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	• Potential for secondary contamination by absorption, injection, or ingestion	• Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. • Only use safety scissors (never knives) to cut Tyvek from personnel. • Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	• First Aid • OSHA recordable • Illness/Injury • Near Miss • Equipment/Vehicle Damage	• NRC employees and subcontractors are required to immediately report all incidents to their supervisor. • The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. • As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. • The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. • Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. • Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
[redacted]				7/27/20
			PM	7-27-22

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]	[redacted]	7-27-22
		7/27/22

[redacted]

7-27-22
7-27-22
7-27-22
7-27-22

E.R.R. LLC
EVERGREEN

No. 11952

NON-HAZARDOUS MANIFEST

GENERATOR

Generator _____ I.D. # _____

Address _____ Shipping Location _____

_____ Address _____

Phone _____ Phone _____

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type

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] [redacted]

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

3 Trucks. Pump Off #40

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

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 7/28/22

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

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

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

JOB HAZARD ANALYSIS

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

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	• Personnel exposed to hazards related to hazardous atmospheres. • Ignition sources create potential for explosive conditions • Personnel not equipped to suppress incipient fire	• Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated • A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
7. Energizing pneumatic equipment	• Personnel injured when struck by hoses or pressure during hose connection or fitting failure. • Air leaks or blowout causing pressure related injuries. • Hearing loss/injury due to noise levels above 85 decibels	• All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use. • Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips. • Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.
8. Transfer of recovered crude oil	• Personnel contacted by crude oil spray or environmental release. • Overfilling tank resulting in spills • Personnel overcome by potentially hazardous vapors	• All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. **The DOI Declaration of Inspection will be completed prior to operations.** • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. • If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place. • Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.
9. Transfer of oil into transporter	• Personnel contacted by crude oil spray or environmental release • Overfilling transportation vessel resulting in spills • Personnel overcome by potentially hazardous vapors • Fall hazards present if personnel are working above 6 feet	• All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. • Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product. • Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are

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10. Prolonged exposure to elements (Heat Stress)	• Inadequate hydration • Extended work periods without rest resulting in heat stress	• Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed). • Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).
11. Break time	• Potential for ingestion of petroleum product or other contaminants. • Fire hazards from unrestricted smoking • Direct sun reduces recovery time for workers during breaks • Inadequate water	• Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas. • Only smoke in designated areas. • Ensure that break areas have adequate shade and cooling potential for personnel • Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.
12. Decontaminate Personnel	• Potential for secondary contamination by absorption, injection, or ingestion	• Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated. • Only use safety scissors (never knives) to cut Tyvek from personnel. • Ensure that workers wash hands and face thoroughly.
NRC INCIDENT REPORTING POLICY	• First Aid • OSHA recordable • Illness/Injury • Near Miss • Equipment/Vehicle Damage	• NRC employees and subcontractors are required to immediately report all incidents to their supervisor. • The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager. • As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed. • The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident. • Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy. • Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
[redacted]				7/27/20
			PM	7-29-22

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]		7/28/22
		7/28/22

[redacted]

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MC20 #40

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

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[redacted]				7/27/20
			PM	7-29-22

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[redacted]	[redacted]	7-29-22
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