

# Couvillion Group, LLC MC 20 Hydrocarbon Pump-Off #40 Results Report

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Revision	Date	By	Check	Approve	Remarks
0	8/9/2022				Initial
200					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 40<sup>th</sup> 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

Part																							
Purpor   First   Fir						Truck 1				Truck 2				Truck 3				Truck 4		_			Running
Number   N	Oil Tally	Date																					
Pump 0FF   Series			Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	Net	Net
March   Marc			by	Tank Strap		NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana				
Pump Off 18   1/26/2019   20.00   21.57   2.00   2.15   2.00   2.15   2.00   2.15   2.00   2.15   2.00   2.15   2.00   2.15   2.00   2.15   2.00   2.15			Siemens	by NRC	Diff	Strap	by strap	Diff	Oil	Strap	by strap	Diff	-	Strap	by strap	Diff		Strap	by strap	Diff	Oil	Oil	Oil
March   Marc			(bbl)	(bbl)		(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)
Pump of 18   51/2019   5	Pump Off #1	4/26/2019	220.0	215.7	-2.0																		
March   Marc		5/6/2019				113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6									187.4	187.4
Remort   Standard	Pump Off #2	5/3/2019	246.3	223.5	-10.2																		
Pump Offiee   18/18/2019   91.5   95.5   9		5/8/2019				101.3	102.0	-0.7	99.7	82.8	83.8	-1.2	81.9									181.6	369.0
Pump Offiee   18/18/2019   91.5   95.5   9	Pump Off #3	5/13/2019	335.0	331.2	-1.1																		
Remo						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 Offee   1731/2019   1002   1196   119	Pumn Off #4		901.7	905.5	0.4																		
March   Marc	rump on n-		301.7	303.3	0.4									140.6	141 4	-0.6	134 2	144 1	141 4	19	138.4		
Figure   F										1-10.7	1-12	0.5	155.4	140.0	2-121	0.0	154.2	2-1-1.2	2-12-1	1.5	150.4	850 O	1 51/1 8
Pump Off#s   Pum	D Off #F		1200.2	1100.0	0.3					142.7	150.0	F 4	146.5									630.0	1,314.0
Pump Offee   Right Defense	Pump On #5		1200.2	1196.6	-0.3									146.0	143.0	2.7	01.2	120.0	143.0	2.0	140.0		
Figure   F										-				146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0	000.7	2 400 5
Pump of ## 1   Pump of ## 2   Pump of ## 2   Pump of ## 2   Pump of ## 3   Pump of ## 4   Pump																-						983.7	2,498.5
Pump of 187   9/32/2019   9/32   8804	Pump Off #6		848.0	874.6	3.0																		
Pump of 187   9/2/2019   819   880   1.3   1380   134   13		8/2//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						
Pump of first   10/12/1019   90.9   787.4   0.4   143.9   111.0   90.   129.1   154.3   151.9   1.5   157.1   149.1   159.1																						757.2	3,255.7
Fump of first   Fump of firs	Pump Off #7		891.9	880.4	-1.3										142.0								
16/22/2019   16/		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
Miles   Mile	Pump off #8	10/21/2019	790.9	787.4	-0.4																		
Residual Tank   10/23/2019   10/23/2019   10/23/2019   12/3   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5   10/23   15/5		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						
Pump off #9   11/11/2019   11		10/23/2019				137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6										
11/19/2019   11/19/2019   12/19/2019   940.7   942.8   0.2   142.0   138.4   2.5   136.9   71.4   69.2   3.1   8.5   146.4   145.7   0.5   144.2   14.0	Residual Tank	10/23/2019		205.1					1	1		i	i	125.4	125.7	-0.2	123.6	i				799.4	4,804.4
11/19/2019   11/19/2019   12/19/2019   940.7   942.8   0.2   142.0   138.4   2.5   136.9   71.4   69.2   3.1   8.5   146.4   145.7   0.5   144.2   14.0	Pump off #9	11/11/2019	772.3	757.8	-1.9																		
Pump of first   11/20/2019   94.0						142.3	156.5	-10.0	153.6	143.8	131.0	8.9	128.8	145.3	142.0	2.3	139.9						
Pump of ## 1   12/11/2019   94.07   94.08   0.2   14.0   138.4   2.5   136.9   14.4   69.2   3.1   68.5   146.4   145.7   0.5   14.2   4.7   4.7   0.0   47.0   818.6   6.282.1																						659 1	5 463 5
17/18/2019   18/	Pump off #10		940.7	942.8	0.2									146.4	145.7	0.5	144.2						57.00.0
Pump of first   1/9/2000   697.   691.0   690.0   794.0   1128.7   911.0   -10.0   92.0   92.0   92.0   91.0   10.0   9	1 dilip 011 #10		340.7	342.0	0.2													47.4	47.4	0.0	47.0	010 6	6 202 1
Miles   Mile	D 66 #11		607.7	CO1.0	1.0											_		47.4	47.4	0.0	47.0	010.0	0,202.1
Residual Tank   1/8/2020   725.4   722.5   725.6   722.5   724.6   120.8   123.8   723.5   152.8   102.1   101.9   102.8   102.2   103.8   102.2   103.8   102.2   103.8   102.2   103.8   102.2   103.8   102.2   103.8   102.2   103.8   103.8   103.8   1	rump on #11		057.7	051.0	-1.0		-				-			125.0	131.1	-1.0	125.0						
Pump off #12   \$\frac{1}{2}\sqrt{1}\sqrt{2}\	Desiduel Teels		<del> </del>	<del> </del> -						52.0	31.1	1.0	50.0	<del> </del>	ŀ	├		<del> </del>		<del> </del>		707.3	6,000.3
Residual Tark   Z1/J7/200   Feet   L1/J1   L			725.4	722.5						402.4	404.0		400.4	00.0	404.0	2.0	07.5					707.2	0,989.3
Residual Tank   2/17/2020   58.7   570.2   570.2   570	Pump off #12		/25.4	/22.5	-0.4									99.0	101.9	-2.9	97.5						
Pumpoff #13   3/11/2020   583.7   570.2   750.			<b>∔</b> -	<del> </del> -						114.2	101.92	10.8	61.1			<b></b> -		<b> </b>					
March   Marc						108.2	105.6	2.4	101.3													630.1	7,619.4
Pumpoff #18   7/2/2020   Feb	Pump off #13		583.7	570.2	-2.4																		
Pumpoff #14   4/16/2020   96.67   928.8   -4.1   147.2   146.5   141.2   146.5   141.2   141																							
Residual Tark   1/4/2020   Residual Tark   1/4		3/13/2020					94.3	-0.7	91.9	120.0	120.4	-0.3										456.4	8,075.8
Residual Tank 4/14/2020	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						
Pump of first   5/7/200		4/17/2020	<u> </u>	Ll		144.9	146.5	-1.1	144.3	144.1	141.2	2.0	139.1	87.4	88.9	-1.7	87.3	<u> </u>		<u>L</u>		798.4	
System   S	Residual Tank	4/14/2020	Ī			149.9	151.9	-1.3	132.3	I		[	I									132.3	9,006.5
System   S			798.4	783.1	-1.9				143.4	148.0	153.1	-3.4	149.4	145.2	142.1	2.1	138.7						
Pumpoff #16   5/28/2020   598.8   583.3   -2.7   142.1   140.3   13.5   134.5   134.5   135.5   134.6   135.5   134.6   135.5   135.	,											-				1						707.7	9,714.2
Standard Residual Table   Standard Residua	Pump off #16		598.8	583.3	-2.7			1.3															
Pumpoff #17 7/8/2020 970.1 956.3 1.4 1 149.9 1.5 146.6 148.8 148.8 148.5 2.2 142.5 149.9 19.0 19.0 146.6 137.1 138.0 1.7 149.9 19.0 149.9 19.0 140.6 1										135.1	134.8	0.2	131 7	115.0	116.6	-1 /	109 7	]				513.0	10 227 2
7/9/2020	Pumpoff #17		970.1	956.3	1.4	130.0	130.3	-0.4	154.1	133.1	134.0	0.2	131.7	113.0	110.0	1.4	105.7			Н		313.0	10,221.2
The pumper   The	r ampon #17		5/0.1	530.3	1.4	140.1	140.0	0.5	146.0	140.0	145.5	١,,	142.5	140.3	140.0	٥٠	146.0	]					
Pumpoff #18   7/21/2020   658.4   642.6   -2.5   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   139.8   139.8   139.8   0.0   137.5   139.8   139			1															]				0244	11.001.1
7/27/2020   129.9	D		650.4	542.5	2.5	150.7	149.6	U. /	146.6	137.1	138.0	-0.7	135.2	119.9	119.0	0.8	116.5			Н		634.4	11,061.4
7/28/2020 66.0 66.0 0.0 62.8 601.5 11,663.1 601.5 1	rumpott #18		658.4	642.6	-2.5				l					1				]					J
Residual Tank 7/28/2020										140.6	140.6	0.0	137.7	138.2	138.2	0.0	135.7	139.8	139.8	0.0	137.5		
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			<b>↓</b> _	<b>↓</b>		66.0	66.0	0.0	62.8	<b>Ļ</b>		ļ	<b>Ļ</b> _	<b></b>		Ļ	L	<b> </b>		ļļ	l		
			<u> </u>									-		1						Щ		110.7	11,773.8
9/2/2020   131.2   0.0   128.3   136.8   0.0   134.0   134.8   0.0   132.0   135.9   135.9   0.0   133.0   785.5   12,559.3	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	1									
		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
			<u></u>						<u> </u>			L		<u> </u>		L	L	L		<u>L</u> .			

# Oil Tally Contd.

			1		Truck 1				Truck 2				Truck 3				Truck 4					Running
Oil Tally	Date	Total Fluid	Total Fluid		Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total	Total
		Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	Net	Net
		by	Tank Strap	Diff	NRC Frac	Acadiana	D://	0.1	NRC Frac	Acadiana	Diff	0.1	NRC Frac	Acadiana	D://	0.1	NRC Frac	Acadiana	Diff	0.1	0.1	0.1
		Siemens	by NRC	DITT	Strap	by strap	Diff	Oil	Strap	by strap	DITT	Oil	Strap	by strap	Diff	Oil	Strap	by strap	DITT	Oil (bbl)	Oil	Oil (bbl)
Pumpoff #20	9/29/2020	(bbl) 464.2	(bbl) 450.9	-2.9	(bbl) 144.0	(bbl) 140.0	2.8	(bbl) 137.9	(bbl) 143.5	(bbl) 140.0	2.4	(bbl) 137.9	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)	_	(001)	(bbl)	(001)
Pumpon #20	9/30/2020	404.2	450.9	-2.9	85.7	83.0	3.2	81.6	143.5	140.0	2.4	137.9									357.4	12.916.7
Residual Tank	10/1/2020	<del> </del>	<del> </del> -		136.5	131.0	4.0	128.6	<del></del>	<del> </del>	<del> </del>	<del> </del>	·		<del> </del>	<b></b>				<del> </del>	128.6	13,045.3
Pumpoff #21	10/1/2020	620.9	610.1	-1.8	139.0	139.0	0.0	130.8	145.3	145.0	0.2	142.1									120.0	13,043.3
rumpon #21	10/15/2020	020.5	010.1	-1.0	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					540.5	13,333.0
	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	*	*	*						11
	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	t						1						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						i
	4/23/2021				J			L	111.4	109.1	2.1	106.3	L							l	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																		1
	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										
	7/14/2021																					i
Pumpoff #29	7/15/2021	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
	7/16/2021																					
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	147.8 152.5	147.0 149.0	0.5	145.5	148.7 154.6	148.0	0.5	146.0 142.2										i
	11/4/2021 11/5/2021				150.2	149.0	2.3	147.0 144.8	154.6	145.0	6.2	142.2										11
	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					040.5	20077.0
rumpon #33	12/1/2021	707.5	700.2	-0.2	141.5	138.5	2.1	137.8	130.9	128.0	2.2	127.2	145.0	143.3	2.5	145.0					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	<del>                                     </del>	147.2					555.5	_0,05.0
	1/7/2022				86.4	87.0	-0.7	86.3	1	1											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			l						513.5	i
Residual Tank					94.0	88.0	6.4	70.1		l											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			<u> </u>	148.0	142.1	4.0	141.1	157.6	150.0	4.8	144.6			<u></u>	Щ.					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			l							i
	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						i
	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			
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
	Date	by NRC (bbl)	Measurement (bbl)	Frac Strap (bbl)	Frac Strap (bbl)	Frac Strap (bbl)	Frac Strap (bbl)	Tanks (bbl)	Decant (bbl)	% Diff
Pump Off #1	4/26/2019	215.7	0.0	(661)	(661)	(001)	(001)	(וטטו)	(001)	וווט
Tunip On #1	5/6/2019	213.7	0.0	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							
2000	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	139.4 137.7	138.7 140.7	0.0	0.0 144.1		310.6	
	6/20/2019 6/21/2019			48.5	0.0	140.6 0.0	0.0	0.6	563.1 49.1	
	PO4: Total			46.5	0.0	0.0	0.0	0.0	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		F7.0	480.3	
	8/27/2019		*	140.5	137.2	61.3		57.9 *	396.9 877.2	0.3
Pump Off #7	PO6: Total 9/23/2019	880.4	41.3	138.0	144.3	142.6			466.2	0.5
rump on #7	9/24/2019	000.4	*	144.4	143.7	55.3		55.3	398.7	
	P07: Total							*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2						27.2	
	10/22/2019			143.9	154.3	144.0			442.2	
	10/23/2019			137.7	130.0				267.7	
Residual Tank	10/23/2019	205.1	53.5			125.4		66.4	245.3	
011 370 0	PO8: Total		22.0	112.2	112.0	445.2			982.4	-1.0
Pump Off #9	11/19/2019 11/20/2019	757.8	32.0	142.3 145.6	143.8 92.1	145.3		55.6	463.4 293.3	
	PO9: Total	737.8		143.0	92.1			33.0	756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4	142.0	71.4	146.4			393.2	-0.1
	12/18/2019	3 12.0	33.1	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	<b></b>
Residual Tank	1/8/2020	307.0	81.5	141.9				121.7	345.1	1.0
Pumpoff #12	PO11: Total 2/11/2020	722.5	49.1						1015.5 49.1	1.8
1 41115011 1122	2/12/2020	, 22.0	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			ļ	ļ	 		*	728.8	0.9
Residual tank	2/17/2020 2/18/2020	265.8	93.6 23.5	108.2				121.7	201.8 145.2	
	Resid Total		23.3					121.7	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	277.3 572.5	0.4
Pumpoff #14	PO13: Total 4/15/2020	928.8	55.1	1					55.1	0.4
r umpon #14	4/16/2020	320.0	55.1	147.2	145.2	148			440.4	
	4/17/2020			144.9	144.1	87.4		65.4	441.8	
	PO14:Total			· <del> </del>	<b> </b>	<b> </b>			937.3	0.9
Residual tank	4/13/2020 4/14/2020	244.1	67.6	149.9				26.6	67.6 176.5	
	4/14/2020			145.5				20.0	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	0.0
Pumpoff #16	PO15: Total 5/27/2020	583.3	25.3	1					781.9 25.3	-0.2
r umpon #10	5/28/2020	303.3	25.5	142.1					142.1	
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
	PO16: Total			<b>.</b>		 		450.6	583.3	0.0
Residual tank Pumpoff #17	5/27/2020	956.3	67.2 23.6	1				153.6	23.6	-
Fullipoli #1/	7/8/2020 7/9/2020	530.5	23.6	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	120.0	140.0	420.2	430.0	0.0		
	7/27/2020 7/28/2020		13.6	129.9 66.0	140.6	138.2	139.8	0.0	642.4	0.0
Residual Tank	7/22/2020	299.6	67.2	50.0		<b> </b>			U-72.4	0.0
	7/28/2020		31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020	886.4	7.8	128.2	135.5	40	40:-			
Residual Tank	9/2/2020 8/31/2020	202.6	102.9	131.2	135.9	135.9	134.8	76.2 189.7	885.5 189.7	-0.1
Residual Tafik	0/21/2020	292.6	102.9	1	L	L	L	189.7	189.7	

# **Total Fluid Reconciliation Contd.**

				Truck 1	Truck 2	Truck 3	Truck 4	1		
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	i
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	i
		by NRC	Measurement	Frac Strap	Frac Strap	Frac Strap	Frac Strap	Tanks	Decant	%
	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pumpoff #20	9/29/2020 9/30/2020	450.9	52.9	144.0 85.7	143.5			24.8	450.9	0.0
Residual Tank	9/30/2020 10/1/2020	273.2	116.1 2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020 10/16/2020	610.1	14.0	139.0 147.2	145.3 136.0			28.6	610.1	0.0
Residual Tank	10/14/2020 10/15/2020	293.4	111.8 132.1					49.5	293.4	0.0
Pumpoff #22	11/16/2020 11/17/2020	673.2	68.7 2.7	146.5 133.2	143.4	146.4		32.3	673.2	0.0
Pumpoff #23	12/30/2020 12/31/2020	784.3	30.3	146.1 145.3	146.8 113.9	145.2		56.7	784.3	0.0
Dumpoff #24	1/27/2021	663.9	23.3	140.2	113.3			30.7	704.3	0.0
Pumpoff #24	1/28/2021 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	150.7	113.3	<del> </del>	32.8	164.8	0.0
Pumpoff # 25	3/3/2021	738.1	26.1	100.5				32.0	104.0	0.0
. upo 25	3/8/2021 3/9/2021	730.1	5.7	144.6 144.1	146.5 77 3	146.0		47.8	738.1	0.0
Pumpoff # 26-27	4/1/2021 4/20/2021	1016.9	73.8 60.2							
	4/21/2021			143.7	142.6		1		1	1
	4/22/2021 4/23/2021		6.4	123.5 111.4	146.4	144.1		62.2	1014.3	-0.3
Residual Tank	4/21/2021	216.9	9.4	132.5		<del> </del>	<b></b>	23.8		
	4/22/2021 4/23/2021		18.2 32.6						216.5	-0.2
Pumpoff #28	5/26/2021	706.1	72.5							
	5/27/2021			144.5	141.4	143.3				i
	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 7/21/2021	371.2	219.1 152.1						371.2	0.0
Pumpoff #30	8/4/2021	750.2	20.4							
	8/5/2021			115.3	112.6	106.8				i
	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					i
	11/4/2021			152.5	154.6					i
	11/5/2021 11/9/2021			150.2 118.8				32.0	936.3	-0.1
Pumpoff #33	11/29/2021	786.2	56.0	110.0				32.0	550.5	-0.1
r umpon #33	11/30/2021	700.2	30.0	142.9	144.0	149.6		ļ.		ı
	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				i
	1/7/2022			86.4				34.2	673.6	-0.6
Pumpoff #35	2/8/2022	551.9	6.2	1			1	8.3	555.4	1
	2/15/2022 2/16/2022		9.3	144.1	140.2		1			1
	2/16/2022			125.5	121.8		1			0.6
Residual Tank	2/8/2022	207.1	104.8		1	†	<del> </del>	t	<del> </del>	
	2/17/2022		1.5	94 0				6.8	207.1	0.0
Pumpoff #36	2/21/2022	678.5		1			1			1
	3/18/2022		54.9	453.5	452 -		1	24.5	700 1	1
	3/23/2022		3.1	152.5	152.7		1	31.6	700.4	2 1
Residual Tank	3/24/2022 3/18/2022	27.7	27.7	148	157.6	<del> </del>	<del> </del>	0	27.7	3.1 0.0
Pumpoff #37	4/6/2022	868.2	21.1	+	1	1	<del>                                     </del>	<u> </u>	21.1	0.0
. umpon #3/	4/22/2022	555.2	22.9	1			1			1
	5/4/2022		2.8	146	151.5	156.2	1			1
	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				1			i
	6/1/2022		3.9	145.2	150.3		İ			1 = :
D (1	6/2/2022	500.0	20.0	140.2	136.6	+	<b> </b>	28.6	674.0	0.0
Pumpoff #39	6/28/2022	538.3	39.3	145 7	143.6		İ		1	1
	6/29/2022	1		145.7	143.6		1	22.0	542.4	0.2
		l I		147	49.8				54/4	
Pumpoff #40	6/30/2022	702.1	15.4	142	49 8			22.0	542.4	0.2
Pumpoff #40		702.1	15.4	142	144.9	135.9		22.0	542.4	0.2

# **Barrels of Oil Collected Daily**

					Total	Net	RRS		
					Collection	Oil	Collection Rate	Collecti	on Pata
		Start Time		End Time	Duration	Collected	Of Oil	of	
	Start Date	(hrs)	End Date	(hrs)	(Days)	(bbl)	(bbl/day)	(gallor	-
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	12/0/2019	22:25	25.5	567.2	22.2	934.2	
· ·	12/31/2019	22:25		17:50	29.8	528.8	17.7	745.3	gallons/day
Collection Duration for 12th Trip  Collection Duration for 13th Trip		17:50	1/30/2020 3/2/2020	2:00	31.3	456.4	14.6	612.4	gallons/day gallons/day
Collection Duration for 14th Trip	1/30/2020 3/2/2020	2:00	4/2/2020	1:15	31.3	798.4	25.8	1081.7	
			1		_		1		gallons/day
Collection Duration for 15th Trip	4/2/2020 4/25/2020	1:15 15:45	4/25/2020 5/15/2020	15:45 18:40	23.1	707.7 513.0	30.6 25.5	1286.7 1071.0	gallons/day
Collection Duration for 16th Trip					_				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	2/21/2021	11:30	4/8/2021	12:35	46.0	792.8	17.2	722.4	gallons/day
Trip									
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	7/22/2021	13:38	10/5/2021	15:30	75.1	1371.7	18.3	768.6	gallons/day
Trip									- '
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**

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

MCD Pup 6H 40





Convillion 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 I	0	Port 282. 7	230		
Tank 2	0		238.2		
Tank 3	0	Starbond 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

Couvillion Rep Signed Name:

Signed Signed Name

NRC Rep Signed Name:

Printed Name

Date: 7 - 17 - 202

Printed Name

Date: 7 - 17 - 202

Printed Name

Printed Name Date 7-17-2022

Page 7 of 15

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

7/8/19





# 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 Ves	essel 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	237.9	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:	Printed Name	Date: 7-27-22
Couvillion Rep	Signed Name:	rinted Name	Date: 7-27-22
NRC Rep	Signed Name:	Printed Name	Date: 7-27-22





# 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	Z26.6	3.4
Tank 2	238.2	229.7	8.5
Tank 3	233.9	230.4	3.5
Torok 4	324.5	222.7	101.8

# Residual Volume left in Tanks

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

Sign-off by: USCG Rep(Option	al) Signed Name:	Printed Name	Date: 7-27-22
Couvillion Rep	Signed Name:	Printed Name	Date: 7-27-22
NRC Rep	Signed Name:	Printed Name	Date 7-27-12

Page 12 of 15





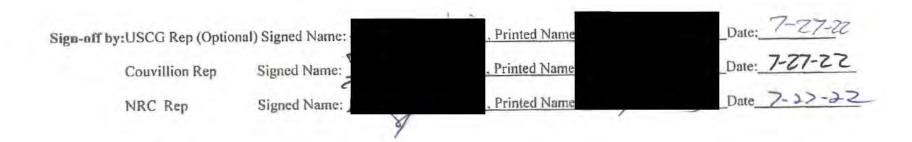
# Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

Date: 7-27-22

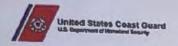
## Residual Volume left in Tanks

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

Tank4 222.7



Page 10 of 15





# 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)
	ACC	2001-02	7-28.22	ACC	139.1		
2	ACC	2001-01		NOC	144.9		
3	AOC	2001-03	7.2822	AOC	135.9		
		Total V	olumes Sh	ipped by Gallons/bbls			

End of Shipments date:		<del>-</del>	
Sign-off by:USCG Rep (Optio	nal) Signed Name:	Printed Name	Date: 7-28-22
Couvillion Rep	Signed Name:	Printed Name	Date: 7-26-22
NRC Rep	Signed Name:	Printed Name	_Date
	P	Page 9 of 15	

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





# 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 (Option	nal) Signed Name	, Printed Name	Date: 7-28-22
Couvillion Rep	Signed Name:	, Printed Name	Date: 7-28-22
NRC Rep	Signed Name:	Printed Name	Date 7-25-22





# 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)
	ACC	141.8	7-29	ACC			
5	AOC	86.8	7-29	AOC			
						111	
			1 -1 11				
				10		1	
			-				
		Total V	olumes Shi	pped by Gallons/bbls			

Sign-	off by:USCG Rep (Optio	nal) Signed Name:	, Printed Name	Date: 7-29-22
	Couvillion Rep	Signed Name:	Printed Name	Date: 7. 29.22
	NRC Rep	Signed Name:	Printed Name	Date 7 -28-22

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





# 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	501.8	ls –		

Sign-of	f by:USCG Rep(Option	nal) Signed Name:	Printed Name	Date: 7-25-27
	Couvillion Rep	Signed Name:	Printed Name	Date: 7-29-22
	NRC Rep	Signed Name:	Printed Name	Date 7-29. 22

Page 11 of 15

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





# 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
Tank 1	12.4
Tank 2	17.6
Tank 3	7.7

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

Couvillion Rep Signed Name:

NRC Rep Signed Name:

Printed Name

Printed Name

Date: 7.29-27

Printed Name

Date: 7.29-27

Printed Name

THE REPORT OF A PART INCIDENTAL

#### CORPORATION

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

Lease Run Ticket

23472

# EMERGENCY RESPONSE CONTACT:

ES&H

985-851-5055

Date July 28 2022

Operator Couvillion Lease No. C G

Lease Name 40 Terrell Trading

Field Fourthon

A. OIL LEVEL		E	35&W	LEVEL	TAN	į.
E FEET   INCHES			FT.	INCHES		
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2nd				1 11		
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N 01909 5	10	PERCENT BS & W	120	TEM OF O		D
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GROSS	O P	
TARE	N C	DRIVER
NET	LOSE	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
	Bow			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 DESCRIPTION OF THE PROPERTY OF THE PROPERT

Shipper: Mike LeBlanc Jr. Date:

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SHIPPER

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

#### Lease Run Ticket 1206 Lemaire St. • New Iberia, LA 70560 337-560-5573 23665 EMERGENCY RESPONSE CONTACT: ES& H Date -985-851-5055 OUVILION Lease No. Operator Lease Name Field BS&W LEVEL OIL LEVEL TANK INCHES INCHES TEMP tst 2nd TANK NO. SIZE EST. GROSS GALLONS oF. SERIAL NUMBERS OBSERVED. GRAVITY 970 TEMPERATURE NEW PERCENT OF OIL BS 8 W OFFICE USE ONLY LOG NUMBER GRAVITY CORR GROSS BARRELS DELIVERY STATION FACTOR BS & W FACTOR TEMP. FACTOR X FACTOR NET BBLS. PER RUN TIC. agoo. DRIVER OPERATOR'S WITNESS TARE OSE NET 0400 1.D. PROPER HAZARD PG TOTAL NUMBER SHIPPING NAME CLASS BBLS UN PETROLEUM 3 111 1267 CRUDE OIL "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 CREVEN AND AREA MORTH AND FOR THE APPLICABLE REGULATIONS OF CREVEN AND AREA MORTH AND FOR THE APPLICABLE REGULATIONS OF CREVEN AND AREA MORTH AND FOR THE APPLICABLE REGULATIONS OF CREVEN AND AREA MORTH AND FOR THE APPLICABLE REGULATIONS OF CREVEN AND AREA MORTH AND A

ACADIANA UIL & ENVIKUNMENTAL

CORPORATION

TRANSPORT MANIFEST

Shipper: Mike LeBlanc Jr. Date:

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#### CORPORATION TRANSPORT MANIFEST 1206 Lemaire St. • New Iberia, LA 70560 Lease Run Ticket 337-560-5573 EMERGENCY RESPONSE CONTACT: ES&H 20 27 985-851-5055 Operator Cour / Icow Lease No. CG Lease Name Field OIL LEVEL BS&W LEVEL TANK TEMP INCHES INCHES 1st 2nd SIZE GROSS GALLONS °F SERIAL NUMBERS OBSERVED GRAVITY @900 °F NEW TEMPERATURE PERCENT OF OIL IN TANK BS & W OFFICE USE ONLY TIMO NUMBER GRAVITY CORR. 0430-530 ARRIVED DEPARTED CRUBE (shal GROSS BARRELS 133.2 DELIVERY FACTOR 9776 TEMP. FACTOR BS & W FACTOR X FACTOR NET BBLS .9900 9776 PER RUN TIC. 130,22 GROSS OP EZ TARE C 0 NET OPERATOR'S WITNESS I.D. PROPER HAZARD PG TOTAL NUMBER SHIPPING NAME CLASS BBLS UN PETROLEUM 3 111 1267 CRUDE OIL

"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 TH

Shipper: Mike LeBlanc Jr. Date:

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SHIPPER

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## ACADIANA UIL & 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

20 ZZ

Operator Ascerd 100 CG Lease No. Lease Name

out chan Field

OIL LEVEL INCHES 1st 2nd TANK NO. SIZE

BS&W LEVEL TANK INCHES EST. GROSS GALLONS

SERIAL NUMBERS 01 VEV netel

OBSERVED OF TEMPERATURE PERCENT BS & W OF OIL

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TRuck time TOG 0330-1200 8.5 has TIME 1015 9 \*DEPARTED

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

CRUDE CS hell DELIVERY GLASON CO

GROSS BARRELS 138.1 X FACTOR .9786

TEMP. FACTOR 9786 ,9900 GROSS

NET BBLS. 135.15 PER BUN TIC

OP N TARE C Los NET OPERATOR'S WITNESS

X FACTOR

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

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.

TO: Consigne	e	Acadrena	O. Campa	(Name of 0	FROM: Shipper	Comelle	en Dack	L
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ACADIANA OIL & ENVIRONMENTAL

CORPORATION

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

Lease Run Ticket

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EMERGENCY RESPONSE CONTACT:

ES&H

985-851-5055

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tion was made available and/or carrier has the c.s. Department or managed adding or equivalent documentation in the vehicle. Property described above is received in g

ma (40), and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Couv-MC20-O&M-RPT-DOC-00063

# **Appendix II**

# NRC Waste Handling Documentation



SAFETY IT'S THE WAY TO GO!

Job Hazard Analysis

Revision: 08/2015

	1111-2111				MC	20 Rup 04 040	
TASK DESC	RIPTION: MC	20 Rec	overed Crude Oil / Vessel	to Shore	Transfer 7	20 Rup 04 8210	
			SUMMARY OF POTENTIAL HAZA	ARDS (Check			
Heavy or a	wkward lifting /		Pinch Points or caught between	en	☑ Working and wal	king surfaces; slip, trip, fall	
☐ New / Inex	perienced employe	ees	Spill / containment	-	Heat stress envir	ronment	
Struck by o	r crush hazard		Noise levels (>85 dBA)				
⊠ Hazardous liquids, vapors, waste		☐ Elevated surfaces / Fall / Ladd	lers				
			APPLICABLE REGULATION	I/SOPS/A	LERTS		
☐ SMS 19.2 V	acuum Trucks		П				
		MI	NIMUM PERSONAL PROTECTIVE EC	DUIPMENT	Check applicable)		
Level A	☐ Hard Hat		☐ High Visibility Vest		er Steel Toe Boots	PFD / Work vest	
Level B Safety Glasses		25				□ □	
Level C	Face Shield		Chemical protective clothing	☐ Disposable boot covers ☐ Neoprene Steel Toe Boots			
☐ Level D	Hearing Prot	ection	Respirator: Solution Respiratories Respirato				
Z zevel b	Z ricaring rica	codoti	JOB HAZARD AI	Indiana Control			
<b>0</b> Jo	b Steps		Potential Hazards		Preventive Mea	sures / Special PPE	
	b Meetings vior Based Safety	op or • Pe ha • Pe	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when exards are identified ersonnel do not report injuries, nesses, near misses or incidents	• I	to all involved personnel will be encouraged to as any project details mmediate supervisor will Authority and Responsib supervisor if they discov	ed to report any injuries, illnesses,	
2. Site Survey and Equipment Set-up		ha Eq or	Uneven working surfaces and trip nazards. Equipment not certified, not tested or damaged mproper set-up due to untrained or unqualified personnel		<ul> <li>Inspect site for correctable walking surface hazards. Flag of correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>		
3. Vehicle movements  •		str ve • Ve mo	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 equipm Non-essential personnel will clear the path will be confirmed as clear prior vehicles will be inspected by drivers p after travel for potential damage.  • Vehicles will be inspected to ensure the loose items and that loads are secured.		el will clear the travel path. Travel as clear prior to movements. d by drivers prior to travel and Il damage. d to ensure that there are no ads are secured properly.		
4. Mooring Vessel and working near water		e Pe du	rsonnel struck by thrown lines or ught in "line of fire". rsonnel pinched or crushed ring vessel movements. rsonnel fall into the water. Man erboard.	<ul> <li>When tossing the mooring lines to the shore allow the fall on the ground and pick them up. Do not atteract mooring lines from the M/V.</li> <li>When mooring the vessel, keep hands, fingers, arms other body parts from between the mooring line and bits on the dock</li> <li>Never work alone. All personnel within 5' of the dock are required to wear a USCG approved PFD. Always "man overboard" procedures prior to work. Have lift and recovery plan in place.</li> </ul>		d pick them up. Do not attempt to the M/V. If keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge ISCG approved PFD. Always discussioners prior to work. Have life ring	
• P o d h		• Pe otl du ho	<ul> <li>Identify, communicate and avoid all including cam-lock connections, versonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses</li> <li>Identify, communicate and avoid all including cam-lock connections, verparts or equipment</li> <li>Transfer hoses can be heavy and whose employees shall use proper including keeping your back as strain as lifting with your knees and not yellow the parts or equipment</li> <li>Observe good housekeeping and many place.</li> </ul>		d avoid all crush/pinch points: ections, vehicles and other moving eavy and when handling these se proper ergonomic practices ack as straight as possible as well s and not your back		



# Revision: 08/2015

Job Hazard Analysis

O Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	<ul> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<ul> <li>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</li> <li>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.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
7. Energizing pneumatic equipment	<ul> <li>Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>Air leaks or blowout causing pressure related injuries.</li> <li>Hearing loss/injury due to noise levels above 85 decibels</li> </ul>	<ul> <li>All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>Hearing protection will be worn in all areas where highnoise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul> <li>Personnel contacted by crude oil spray or environmental release.</li> <li>Overfilling tank resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> </ul>	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
9. Transfer of oil into transporter	<ul> <li>Personnel contacted by crude oil spray or environmental release</li> <li>Overfilling transportation vessel resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Fall hazards present if personnel are working above 6 feet</li> </ul>	<ul> <li>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.</li> <li>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.</li> <li>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</li> </ul>





Job Hazard Analysis

Revision: 08/2015

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

#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
			PM	717-2

#### ACKNOWLEDGEMENT

Signature	Date
	7-17-22
	1.1100
	Signature



Revision: 08/2015

Job Hazard Analysis

5/15/32





# Mc 20 Purpost thyo



Revision: 08/2019

Site Specific Safety Plan

Project Name: <u>MC20 Recovered Crude Oil Transfer</u>

	DIECT PERSONNEL AND EMERGE	NCY 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) 285-0	450		
Hospital / Medical Intervention	Lady of the Sea Hospital: Galliano,	LA (985) 632-6401		
Date: 04/17/2622  ☐ Land Emergency Respo	Start Time:	Job Number: _/		
☐ Land Emergency Respo		☐ Land Service		
☐ Land Emergency Respo	nse	☐ Land Service		
☐ Land Emergency Respo	nse	☐ Land Service		
☐ Land Emergency Respo	TE DESCRIPTION / WORK SU  554 Dudley Bernard Rd. Port Fourchon,	□ Land Service ⊠ Marine Service  MMARY  LA. 70357 (985) 396-4518		
Land Emergency Respo	TE DESCRIPTION / WORK SU  554 Dudley Bernard Rd. Port Fourchon, d crude oil from the well located at MC20	☐ Land Service		

SCOPE OF WORK

Once the frac tanks on the Port Fourchon docks are ready for transfer the crude will then be transferred into bulk

The M/V of 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

transporter trailers to be sent to its final destination.



SAFETY IT'S THE WAY TO GO!

Site Specific Safety Plan
Project Name: MC20 Recovered Crude Oil Transfer

Revision: 08/2019

**EQUIPMENT** 

0	Air Compressor (One aboard the M/V	CE	- One on	Port Fourchon	Facility Pro	perties)
---	------------------------------------	----	----------	---------------	--------------	----------

• 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	TOTAL STREET	Attachment	TUTTLE
Α	Safety Data Sheets	F	Diagram of dock layout
В	SMS 8.1.5 Daily Safety Meeting form - Maritime		
С	SMS 13.2 Respiratory Protection	A Company	
D	Incident / Near Miss / RCA		
E	DOI		





Site Specific Safety Plan
Project Name: \_MC20 Recovered Crude Oil Transfer

Revision: 08/2019

# SAFETY PLAN APPROVAL

Site Safety Officer_	Jesse	Baidges	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**





SAFETY IT'S THE WAY TO GO

ecmt. Job Hazard Analysis

Revision: 08/2015

TASK DESCRIPTION: MC	20 Recovered Crude Oil / Vessel	to Shore Transfer 7-27-22	
	SUMMARY OF POTENTIAL HAZA	ARDS (Check applicable)	
☐ Heavy or awkward lifting / movement	Pinch Points or caught between		
New / Inexperienced employ	ees Spill / containment		
Struck by or crush hazard	Noise levels (>85 dBA)		
☐ Hazardous liquids, vapors, waste     ☐ Elevated surfaces / Fall / Lade		lers 🔲	
	APPLICABLE REGULATION	/ SOPS / ALERTS	
SMS 19.2 Vacuum Trucks			
	MINIMUM PERSONAL PROTECTIVE EC	QUIPMENT (Check applicable)	
Level A Mard Hat   Level B Safety Glass   Level C Face Shield   Mard Hat Hearing Prof	Chemical protective clothing	□ Leather Steel Toe Boots     □ Disposable boot covers     □ Neoprene Steel Toe Boots     □ Gloves:	
Job Steps	Potential Hazards	Preventive Measures / Special PPE	
Pre-job Meetings     Behavior Based Safety	<ul> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul> <li>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</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses near misses or incidents</li> </ul>	el ir
2. Site Survey and Equipment Set-up	<ul> <li>Uneven working surfaces and trip hazards.</li> <li>Equipment not certified, not tested or damaged</li> <li>Improper set-up due to untrained or unqualified personnel</li> </ul>	<ul> <li>Inspect site for correctable walking surface hazards. Flag correct unsafe conditions. Position equipment and hose away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>	S
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.	<ul> <li>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.     </li> <li>Vehicles will be inspected by drivers prior to travel and after travel for potential damage.</li> <li>Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.</li> </ul>	l.
4. Mooring Vessel and working near water	<ul> <li>Personnel struck by thrown lines or caught in "line of fire".</li> <li>Personnel pinched or crushed during vessel movements.</li> <li>Personnel fall into the water. Man overboard.</li> </ul>	<ul> <li>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.</li> <li>When mooring the vessel, keep hands, fingers, arms, and a other body parts from between the mooring line and the bits on the dock</li> <li>Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discus "man overboard" procedures prior to work. Have life ring and recovery plan in place.</li> </ul>	o all
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	<ul> <li>Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>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</li> <li>Observe good housekeeping and maintain situational</li> </ul>	



# Revision: 08/2015

O Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire	<ul> <li>Calibrated multi-gas meters/detectors will be used to confir 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</li> <li>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.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
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	<ul> <li>All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>Hearing protection will be worn in all areas where highnoise machinery and equipment is being operated.</li> </ul>
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	<ul> <li>All transfer hoses used will be inspected, certified and teste prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylen line will be used as an added retention measure. Personne 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.</li> <li>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.</li> <li>Crude oil is a mixture of various hydrocarbons. Among there 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.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
9. Transfer of oil into transporter	<ul> <li>Personnel contacted by crude oil spray or environmental release</li> <li>Overfilling transportation vessel resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Fall hazards present if personnel are working above 6 feet</li> </ul>	<ul> <li>All transfer hoses used will be inspected, certified and tester prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylen line will be used as an added retention measure. Personne will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site.</li> <li>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.</li> <li>Crude oil is a mixture of various hydrocarbons. Among ther 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</li> </ul>





Job Hazard Analysis

O Job Steps	Potential Hazards	Preventive Measures / Special PPE
		<ul> <li>detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
Prolonged exposure to elements (Heat Stress)	<ul> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul> <li>Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed).</li> <li>Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with coworkers).</li> </ul>
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	<ul> <li>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.</li> <li>Only smoke in designated areas.</li> <li>Ensure that break areas have adequate shade and cooling potential for personnel</li> <li>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.</li> </ul>
12. Decontaminate Personnel	Potential for secondary contamination by absorption, injection, or ingestion	<ul> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
NRC INCIDENT REPORTING POLICY	First Aid     OSHA recordable     Illness/Injury     Near Miss     Equipment/Vehicle Damage	<ul> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>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.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

# REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
			pn	7-27-22

**ACKNOWLEDGEMENT** 

Employee Name	Signature	Date
		7-27-22
		1-21-66
		-12/11
		7101/14



Revision: 08/2015

Job Hazard Analysis

7-27-22

7-27-27



No. 11952

# **NON-HAZARDOUS MANIFEST**

	GEN	IERATOR				
Generator	- 1 - or	_ I.D.#	_)			
Address		_ Shipping Loca	Shipping Location			
		_ Address		.1	- 12	
Phone	10					
Description Waste Mater	ials Profile Number				Container Type	
The state of the s					71-	
	SHIPPING	SEAL NUMBER	S			
	points must have a seal.					
I HEREBY CERTIFY THAT THE A PART 261 OR ANY APPLICABLE						
AGED AND ARE IN PROPER CO						
					7.7.2	
Generator Authorized Ag	gent Name (Print)	Signature				
	TRAN	SPORTER				
Transporter Name						
I.D. #						
Address		. Truck Type				
I HEREBY ACKNOWLEDGE R DESCRIBED MATERIALS FOR GENERATOR SITE LISTED AE	R TRANSPORT FROM TH	E SCRIBED MA GENERATOR	ATERIALS WER R SITE WERE T	E RECE	THE ABOVE DE- EIVED FROM THE CORTED WITHOUT ISTED BELOW.	
+ 1						
Driver Signature	Shipment Date	Driver Si	gnature	De	elivery Date	
	DEST	INATION				
I.D. Number <u>LA 0125750</u>		Time I			e Out —	
Site Name Belle Chasse O	utfall #001	Phone	Number <u>(504)</u>	554-928	35 (504) 512-1039	
	outh, Belle Chasse, LA 70					
HEREBY ACKNOWLEDGE RI	ECEIPT OF THE ABOVE I	DESCRIBED MATE	ERIALS.			
Authorized Agent Name (Print)		Signature			Receipt Date	
White - Original O-08M-RPT-DGC	Pink - Trans	porter Retain	Go	Id - Gengrater Retain		

3 Trucky.



# SAFETY MANAGEMENT SYSTEM

Carrys OFF #40

Revision: 08/2015

		SUMMARY OF POTENTIAL HAZA	RDS (Check applicable)		
		en 🛛 Working and	Working and walking surfaces; slip, trip, fa		
☐ New / Ine	xperienced employees	Spill / containment		Heat stress environment	
Struck by	Struck by or crush hazard Noise levels (>85 dBA)				
	Hazardous liquids, vapors, waste 🔀 Elevated surfaces / Fall / Ladd		ers 🔲		
		APPLICABLE REGULATION	/ SOPS / ALERTS		
SMS 19.2	Vacuum Trucks				
	M	INIMUM PERSONAL PROTECTIVE EC	QUIPMENT (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:		

	O Job Steps	Potential Hazards	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	<ul> <li>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</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
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	<ul> <li>Inspect site for correctable walking surface hazards. Flag of correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>
3.	Vehicle movements	<ul> <li>Personnel, equipment or hoses struck or crushed by moving vehicles or equipment</li> <li>Vehicles not inspected prior to movements. Unsafe for travel.</li> <li>Unsecured items create dropped object or road hazards.</li> </ul>	<ul> <li>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.     </li> <li>Vehicles will be inspected by drivers prior to travel and after travel for potential damage.</li> <li>Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.</li> </ul>
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.	<ul> <li>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.</li> <li>When mooring the vessel, keep hands, fingers, arms, and al other body parts from between the mooring line and the bits on the dock</li> <li>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.</li> </ul>
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	<ul> <li>Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>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</li> <li>Observe good housekeeping and maintain situational</li> </ul>





Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	<ul> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<ul> <li>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</li> <li>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.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
Energizing pneumatic equipment	<ul> <li>Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>Air leaks or blowout causing pressure related injuries.</li> <li>Hearing loss/injury due to noise levels above 85 decibels</li> </ul>	<ul> <li>All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>Hearing protection will be worn in all areas where highnoise machinery and equipment is being operated.</li> </ul>
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	<ul> <li>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.</li> <li>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.</li> <li>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.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
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	<ul> <li>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.</li> <li>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.</li> <li>Crude oil is a mixture of various hydrocarbons. Among then 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</li> </ul>



SAFETY ITS THE WAY TO GO! Revision: 08/2015

Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		<ul> <li>detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
Prolonged exposure to elements (Heat Stress)	<ul> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul> <li>Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed).</li> <li>Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with coworkers).</li> </ul>
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	<ul> <li>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.</li> <li>Only smoke in designated areas.</li> <li>Ensure that break areas have adequate shade and cooling potential for personnel</li> <li>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.</li> </ul>
12. Decontaminate Personnel	Potential for secondary contamination by absorption, injection, or ingestion	<ul> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
NRC INCIDENT REPORTING POLICY	<ul> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>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.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

REVIEW

evelopment Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
			pm	7-1

Employee Name
Signature
Date
7/8/12
7/28/22





Job Hazard Analysis

Revision: 08/2015



MCZO





# SAFETY MANAGEMENT SYSTEM

Revision: 08/2015

TASK DESC	RIPTION: MC	20 Rec	overed Crude Oil / Vessel	to Shore	Transfer	7-29-22
			SUMMARY OF POTENTIAL HAZA	ARDS (Check		
☐ Heavy or awkward lifting / movement		Pinch Points or caught between		Working and walking surfaces; slip, trip, fall		
New / Inex	perienced employe	es	Spill / containment			
Struck by or crush hazard		⊠ Noise levels (>85 dBA)				
Hazardous	Hazardous liquids, vapors, waste		⊠ Elevated surfaces / Fall / Ladders			
			APPLICABLE REGULATION	/SOPS/A	LERTS	
☐ SMS 19.2 V	acuum Trucks					
		MI	NIMUM PERSONAL PROTECTIVE EC	QUIPMENT	(Check applicable)	
☐ Level A ☐ Hard Hat ☐ Level B ☐ Safety Glasses ☐ Level C ☐ Face Shield			☐ High Visibility Vest ☐ Long Sleeves / Coveralls ☐ Chemical protective clothing	☐ Disposable boot covers ☐		PFD / Work vest
∠ Level D	Hearing Prot	ection	Respirator:	☐ Glove	S:	
<b>0</b> lo	h Ctons		JOB HAZARD AI  Potential Hazards	NALYSIS	Department to Man	auras / Cassiel DDF
1. Pre-job Meetings Behavior Based Safety		op or • Pe ha	rsonnel do not understand the erational plan, relevant hazards their roles/responsibilities rsonnel do not stop work when zards are identified rsonnel do not report injuries, tesses, near misses or incidents	Preventive Measures / Special PPE  The operational plan, hazards and controls will be exp to all involved personnel in Safety/Ops meeting. Pers will be encouraged to ask questions if they are unsurany project details  Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact supervisor if they discover a hazard  Personnel will be instructed to report any injuries, illn near misses or incidents		ards and controls will be explained in Safety/Ops meeting. Personnel k questions if they are unsure of remind their crews of their illity to Stop work and contact their er a hazard ed to report any injuries, illnesses,
2. Site Survey and Equipment Set-up		ha • Eq or • Im	hazards.  Equipment not certified, not tested or damaged		<ul> <li>Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>	
3. Vehicle movements		str ve • Ve mo	rsonnel, equipment or hoses uck or crushed by moving hicles or equipment hicles not inspected prior to ovements. Unsafe for travel. secured items create dropped ject or road hazards.	• G		
4. Mooring Vessel and working near water		• Pe du • Pe	rsonnel struck by thrown lines or ught in "line of fire". rsonnel pinched or crushed ring vessel movements. rsonnel fall into the water. Man erboard.	• V	<ul> <li>When tossing the mooring lines to the shore allow the to fall on the ground and pick them up. Do not attem catch mooring lines from the M/V.</li> <li>When mooring the vessel, keep hands, fingers, arms, a other body parts from between the mooring line and t bits on the dock</li> <li>Never work alone. All personnel within 5' of the docks are required to wear a USCG approved PFD. Always d "man overboard" procedures prior to work. Have life r and recovery plan in place.</li> </ul>	
wi • Pe ot du ho		rsonnel crushed or pinched ille connecting transfer hoses. rsonnel suffer back strain or ner ergonomic related injuries ring connections or moving ses o/trip/fall hazards while working	• I	entify, communicate and avoid all crush/pinch points: ncluding cam-lock connections, vehicles and other moviparts or equipment ransfer hoses can be heavy and when handling these noses employees shall use proper ergonomic practices ncluding keeping your back as straight as possible as we is lifting with your knees and not your back asserve good housekeeping and maintain situational		





O Job Steps	Potential Hazards	Preventive Measures / Special PPE
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6. Working in potentially hazardous atmospheres	<ul> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<ul> <li>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</li> <li>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.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
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Job Hazard Analysis

Davinian	00/0045
Revision:	08/2015

O Job Steps	Potential Hazards	Preventive Measures / Special PPE
		<ul> <li>detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
Prolonged exposure to elements (Heat Stress)	<ul> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul> <li>Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed).</li> <li>Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with coworkers).</li> </ul>
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	<ul> <li>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.</li> <li>Only smoke in designated areas.</li> <li>Ensure that break areas have adequate shade and cooling potential for personnel</li> <li>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.</li> </ul>
12. Decontaminate Personnel	Potential for secondary contamination by absorption, injection, or ingestion	<ul> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
NRC INCIDENT REPORTING POLICY	First Aid     OSHA recordable     Illness/Injury     Near Miss     Equipment/Vehicle Damage	<ul> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>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.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

# REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
				7/27/20
			DMC	7-26

Employee Name	Signature	Date
		7-29-22
		7/29/22



SAFETY IT'S THE WAY TO GO!

Job Hazard Analysis

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