



**Couvillion Group, LLC**  
**MC 20 Hydrocarbon Pump-Off #43**  
**Results Report**

**Document #: Couv-MC20-O&M-RPT-  
DOC-00066**

**11/1/2022**

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Revision	Date	By	Check	Approve	Remarks
0	11/1/2022				Initial Document

## **Summary:**

Couvillion Group's Rapid Response Collection System initiated its forty-third collection cycle on 9/2/2022 and completed the cycle on 10/1/2022 resulting in a collection duration of 29.2 days. Using the OSV Brandon Bordelon the collected hydrocarbon fluid that was recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Port Fourchon, Louisiana. Vessel to Dockside Transfer commenced on 10/4/2022, with 581.8 bbl of hydrocarbon fluids transferred to onshore frac tanks 1 and 2 according to NRC frac tank strapping.

On 10/25/2022, Couvillion Group confirmed the initial measurement of 581.8 bbl of hydrocarbon fluids in frac tanks 1 and 2 via strap measurements. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1 and 2, a total of 19.5 bbl of water was decanted. This 19.5 bbl of water was sent to the fourth frac tank for disposal at a later time. A gross total of 519.9 bbl of fluids according to NRC strapping measurements was sent to Acadiana oil using tank trucks from frac tanks 1 and 2. After temperature and BS&W deductions a net total of 498.6 bbl of oil was transferred from tanks 1 and 2 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 Brandon Bordelon OSV moved in place on location at MC20 on 10/1/2022 at 13:56 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 10/1/2022 the ATI/BTI were closed at 18:16, marking the end of the 43<sup>rd</sup> collection cycle. Pumping commenced at 1:00 hrs on 10/2/2022 and ended at 11:50 on 10/2/2022. 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 577.3 bbl of hydrocarbon fluid was collected according to the tank strap measurement taken offshore.** Upon pump off completion the hoses and pump were surfaced and flushed with saltwater that was sent to a filtration system for treatment and over boarding.

### **Vessel to Dockside Transfer**

The Brandon Bordelon arrived at the Couvillion Dock in Port Fourchon, Louisiana on 10/4/2022. On the morning of 10/4/2022 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 Brandon Bordelon were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel was emptied, then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 581.8 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 10/26/2022 at 07:00 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 143.8 bbls and the second truck received 145.6 bbls of hydrocarbon fluids. The second day of truck transfers began on 10/27/2022 at 07:00. The third truck received 146.6 bbls and the final truck of pumpoff 43 received 83.9 bbls. There was a total of 42.6 bbls of residual fluids which remained in frac tanks 1 and 2 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 581.8 bbl of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 519.9 bbl to the Acadiana Oil Company, which netted out to a total of 498.6 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 29.2-day collection cycle offshore was 17.1 bbl/day or 718.2 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 1,107,535.8 gallons of salvaged crude oil has been contained from the MC-20 site.

# Oil Tally

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

# Oil Tally Contd.

Oil Tally	Date	Total Fluid Transfer by Siemens (bbl)	Total Fluid Frac Tank Strap by NRC (bbl)	%	Truck 1				Truck 2				Truck 3				Truck 4				Total Net	Running Total Net
					Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)		
Pumpoff #20	9/29/2020	464.2	450.9	-2.9	144.0	140.0	2.8	137.9	143.5	140.0	2.4	137.9										
Residual Tank	10/1/2020				85.7	83.0	3.2	81.6													357.4	12,916.7
					136.5	131.0	4.0	128.6													128.6	13,045.3
Pumpoff #21	10/15/2020	620.9	610.1	-1.8	139.0	139.0	0.0	130.8	145.3	145.0	0.2	142.1										
	10/16/2020				147.2	144.0	2.2	142.5	136.0	135.0	0.7	132.9									548.3	13,593.6
Pumpoff #22	11/16/2020	685.6	673.2	-1.8	146.5	143.0	2.4	139.7	143.4	142.0	1.0	140.1	146.4	140.0	4.4	128.3						
	11/17/2020				133.2	130.0	2.4	124.3													532.4	14,126.0
Pumpoff #23	12/30/2020	781.7	784.3	0.3	146.1	140.0	4.2	137.3	146.8	140.0	4.6	138.6	145.2	137.0	5.6	133.9						
	12/31/2020				145.3	141.0	3.0	138.4	113.9	111.0	2.5	107.2									655.4	14,781.4
Pumpoff #24	1/27/2021	676.5	663.9	-1.9	123.9	*	*	*														
	1/28/2021				141.0	*	*	*	140.2	140.0	0.1	137.7	146.8	*	*	*						
	2/19/2021				146.0	135.0	7.5	133.7	150.7	141.0	6.4	139.0	115.3	112.0	2.9	107.05					517.5	15,298.9
Residual Tank	2/20/2021				100.9	101.5	-0.6	96.0													96.0	15,394.9
Pumpoff #25	3/8/2021	759.7	738.1	-2.9	144.6	143.0	1.1	140.9	146.5	143.0	2.4	141.7	146.0	140.0	4.1	137.4					624.7	16,019.5
	3/9/2021				144.1	140	2.8	133.9	77.3	75.0	3.0	70.8										
Pumpoff #26-27	4/21/2021	498.2	472.6	-5.4	143.7	136.2	5.2	134.8	142.6	138.6	2.8	137.2										
	4/22/2021	553.0	544.3	-1.6	123.5	129.7	-5.0	128.0	146.4	146.7	-0.2	146.6	144.1	142.0	1.5	139.9						
	4/23/2021								111.4	109.1	2.1	106.3									792.8	16,812.3
Residual Tank	4/23/2021				132.5	131	1.1	127.0													127.0	16,939.3
Pumpoff #28	5/26/2021	716.0	706.1	-1.4																		
	5/27/2021				144.5	140.6	2.7	136.3	141.1	139.0	1.5	136.6	143.3	140.4	2	137.9					565.2	17,504.5
	5/28/2021				81.1	78.0	3.8	76.1	88.7	82.0	7.6	78.3										
Pumpoff #29	7/14/2021																					
	7/15/2021	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	18,705.3
	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	19,236.1
	9/24/2021				126.3	123.1	2.5	119.8	138.7	134.3	3.2	129.2										
Pumpoff #32	11/3/2021	952.4	937.1	-1.6	147.8	147.0	0.5	145.5	148.7	148.0	0.5	146.0										
	11/4/2021				152.5	149.0	2.3	147.0	154.6	145.0	6.2	142.2										
	11/5/2021				150.2	147.0	2.1	144.8														
	11/9/2021				118.8	117.0	1.5	115.4													840.9	20,077.0
Pumpoff #33	11/30/2021	787.9	786.2	-0.2	142.9	140.5	1.7	139.5	144.0	140.9	2.2	139.9	149.6	145.3	2.9	143.6						
	12/1/2021				141.5	138.5	2.1	137.8	130.9	128.0	2.2	127.2									688.0	20,765.0
Pumpoff #34	1/6/2022	686.6	673.8	-1.9	149.6	140.5	6.1	138.9	144.0	148.3	-3.0	146.1	152.3	148.5		147.2						
	1/7/2022				86.4	87.0	-0.7	86.3													518.5	21,283.5
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										
Residual Tank					125.5	120.0	4.4	118.3	121.8	114.6	5.9	112.3									513.5	21,867.1
					94.0	88.0	6.4	70.1													70.1	21,867.1
Pumpoff #36	3/23/2022	690.7	678.5	-1.8	152.5	148.3	2.8	147.4	152.7	147.9	3.1	145.8										
	3/24/2022				148.0	142.1	4.0	141.1	157.6	150.0	4.8	144.6									578.9	22,446.0
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	23,214.5
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	23,757.5
Pumpoff #39	6/29/2022	545.5	539.3	-1.3	145.7	136.9	6.0	134.1	143.6	140.7	2.0	137.7										
	6/30/2022				142.0	139.5	1.8	136.7	49.8	49.0	1.6	46.6									455.1	24,212.6
Pumpoff #40	7/28/2022	707.2	702.1	-0.7	139.1	137.0	1.5	134.4	144.9	140.7	2.9	137.6	135.9	133.2	2.0	130.2						
	7/29/2022				141.8	138.1	2.6	135.2	86.8	83.3	4.0	81.8									619.2	24,831.8
Pumpoff #41	8/26/2022	461.4	459.8	-0.3	149.6	146.2	2.3	143.8														
	8/29/2022				149.9	146.6	2.2	144.0	106.3	102.1	4.0	99.8									387.6	25,219.4
Pumpoff #42	9/20/2022	565.9	563.9	-0.4	151.5	147.6	2.6	144.6														
	9/21/2022				151.9	149.9	1.3	146.9	153.7	153.0	0.5	150.0	75.0	75.0	0.0	73.4					514.9	25,734.3
Residual Tank					74.2	70.5	5.0	69.0	86.5	86.0	0.6	68.0									137.0	25,871.3
Pumpoff #43	10/26/2022	577.3	581.8	0.8	143.8	139.5	3.0	137.5	145.6	143.4	1.5	141.5										
	10/27/2022				146.6	141.4	3.5	139.4	83.9	81.3	3.1	80.2									498.6	26,369.9

# Total Fluid Reconciliation

		Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1 Total Fluids to Acadiana NRC Frac Strap (bbl)	Truck 2 Total Fluids to Acadiana NRC Frac Strap (bbl)	Truck 3 Total Fluids to Acadiana NRC Frac Strap (bbl)	Truck 4 Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
Pump Off #1	4/26/2019 5/6/2019	215.7	0.0	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019 5/8/2019	223.5	15.6	101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019 5/16/2019	331.2	0.0	103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019 6/20/2019 6/21/2019 PO4: Total	905.5	32.5	139.4 137.7 48.5	138.7 140.7 0.0	0.0 140.6 0.0	0.0 144.1 0.0	0.6	310.6 563.1 49.1 922.8	-1.8
Pump Off #5	7/31/2019 8/1/2019 8/2/2019 PO5: Total	1196.6	96.3	139.2 139.1 99.8	142.7 140.7 101.0	146.0	138.0	45.2	281.9 563.8 246.0 1188.0	-0.7
Pump Off #6	8/26/2019 8/27/2019 PO6: Total	874.6	56.8 *	141.7 140.5	140.3 137.2	141.5 61.3		57.9 *	480.3 396.9 877.2	0.3
Pump Off #7	9/23/2019 9/24/2019 PO7: Total	880.4	41.3 *	138.0 144.4	144.3 143.7	142.6 55.3		55.3 *	466.2 398.7 864.9	-1.8
Pump Off #8	10/21/2019 10/22/2019 10/23/2019	787.4	27.2	143.9 137.7	154.3 130.0	144.0			27.2 442.2 267.7	
Residual Tank	10/23/2019 PO8: Total	205.1	53.5			125.4		66.4	245.3 982.4	-1.0
Pump Off #9	11/19/2019 11/20/2019 PO9: Total	757.8	32.0	142.3 145.6	143.8 92.1	145.3		55.6	463.4 293.3 756.7	-0.1
Pump Off #10	12/17/2019 12/18/2019 PO10: Total	942.8	33.4	142.0 146.4	71.4 144.3	146.4 144.0	47.4	73.9	393.2 556.0 949.2	0.7
Pump Off #11	1/9/2020 1/10/2020	691.0	39.2	128.7 79.4	128.0 92.6	129.8		72.7	498.4 172.0	
Residual Tank	1/8/2020 PO11: Total	307.0	81.5	141.9				121.7	345.1 1015.5	1.8
Pumpoff #12	2/11/2020 2/12/2020 2/13/2020 PO12: Total	722.5	49.1 2.7 3.9	120.8 149.5	102.1 114.2	99.0		87.5 *	49.1 324.6 355.1 728.8	0.9
Residual tank	2/17/2020 2/18/2020 Resid Total	265.8	93.6 23.5	108.2				121.7	201.8 145.2 347	-1.8
Pumpoff #13	3/11/2020 3/12/2020 3/13/2020 PO13: Total	570.2	39.6 2.8	114.5 93.6	138.3 120.0			63.7	39.6 255.6 277.3 572.5	0.4
Pumpoff #14	4/15/2020 4/16/2020 4/17/2020 PO14: Total	928.8	55.1	147.2 144.9	145.2 144.1	148 87.4		65.4	55.1 440.4 441.8 937.3	0.9
Residual tank	4/13/2020 4/14/2020	244.1	67.6	149.9				26.6	67.6 176.5 244.1	0.0
Pumpoff #15	5/6/2020 5/7/2020 5/8/2020 PO15: Total	783.1	18.3 1.2	150.3 147.2	148.0 131.7	145.2		40.0	18.3 444.7 318.9 781.9	-0.2
Pumpoff #16	5/27/2020 5/28/2020 5/29/2020 PO16: Total	583.3	25.3	142.1 138.0	135.1	115.0		27.8	25.3 142.1 415.9 583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020 7/9/2020 7/10/2020 PO17: Total	956.3	23.6 2.4	149.1 150.7	148.8 137.1	149.2 119.9		63.3	23.6 449.5 471 944.1	-1.3
Pumpoff #18	7/22/2020 7/27/2020 7/28/2020	642.6	14.3 13.6	129.9 66.0	140.6	138.2	139.8	0.0	642.4	0.0
Residual Tank	7/22/2020 7/28/2020	299.6	67.2 31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020 9/2/2020	886.4	7.8	128.2 131.2	135.5 135.9	135.9	134.8	76.2	885.5	-0.1
Residual Tank	8/31/2020	292.6	102.9					189.7	189.7	

# Total Fluid Reconciliation Contd.

				Truck 1	Truck 2	Truck 3	Truck 4			
	Date	Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
Pumpoff #20	9/29/2020 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
Pumpoff #24	1/27/2021 1/28/2021 2/19/2021	663.9	23.3 11.8	140.2 146.0				68.5	655.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9	150.7	115.3		32.8	164.8	0.0
Pumpoff # 25	3/3/2021 3/8/2021 3/9/2021	738.1	26.1 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 4/21/2021 4/22/2021 4/23/2021	1016.9	73.8 60.2 6.4	143.7 123.5 111.4	142.6 146.4	144.1		62.2	1014.3	-0.3
Residual Tank	4/21/2021 4/22/2021 4/23/2021	216.9	9.4 18.2 32.6	132.5				23.8	216.5	-0.2
Pumpoff #28	5/26/2021 5/27/2021 5/28/2021	706.1	72.5	144.5 81.1	141.4 88.7	143.3		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 8/5/2021 8/6/2021	750.2	20.4	115.3 118.5	112.6 118.4	106.8 124.3		33.9	750.2	0.0
Pumpoff #31	9/22/2021 9/23/2021 9/24/2021	598.4	16.7 28.2	145.6 126.3	142.9 138.7				598.4	0.0
Pumpoff #32	11/3/2021 11/4/2021 11/5/2021 11/9/2021	937.1	31.7	147.8 152.5 150.2 118.8	148.7 154.6			32.0	936.3	-0.1
Pumpoff #33	11/29/2021 11/30/2021 12/1/2021	786.2	56.0	142.9 141.5	144.0 130.9	149.6		21.3	786.2	0.0
Pumpoff #34	1/5/2022 1/6/2022 1/7/2022	673.8	107.1	149.6 86.4	144.0	152.3		34.2	673.6	-0.6
Pumpoff #35	2/8/2022 2/15/2022 2/16/2022 2/17/2022	551.9	6.2 9.3	144.1 125.5	140.2 121.8			8.3	555.4	0.6
Residual Tank	2/8/2022 2/17/2022	207.1	104.8 1.5	94.0				6.8	207.1	0.0
Pumpoff #36	2/21/2022 3/18/2022 3/23/2022 3/24/2022	678.5	54.9 3.1	152.5 148	152.7 157.6			31.6	700.4	3.1
Residual Tank	3/18/2022	27.7	27.7					0	27.7	0.0
Pumpoff #37	4/6/2022 4/22/2022 5/4/2022 5/6/2022	868.2	22.9 2.8	146 145.7	151.5 127.3	156.2 70.4		46.2	869.0	0.1
Pumpoff #38	5/15/2022 5/31/2022 6/1/2022 6/2/2022	674	69.2 3.9	145.2 140.2	150.3 136.6			28.6	674.0	0.0
Pumpoff #39	6/28/2022 6/29/2022 6/30/2022	538.3	39.3	145.7 142	143.6 49.8			22.0	542.4	0.2

# Total Fluid Reconciliation Contd.

		Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1	Truck 2	Truck 3	Truck 4	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
				Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)			
Pumpoff #40	7/27/2022 7/28/2022 7/29/2022	702.1	15.4	139.1 141.8	144.9 86.8	135.9		38.2	702.1	0.0
Pumpoff #41	8/25/2022 8/26/2022 8/29/2022	459.8	36.5	149.6 149.9	106.3			17.5	459.8	0.0
Pumpoff #42	9/5/2022 9/20/2022 9/21/2022	563.9	16.6	151.5 151.9	153.7	75.0		15.5	564.2	0.1
Residual Tank	9/21/2022	203.3	16.0	74.2	86.5			26.6	203.3	0.0
Pumpoff #43	10/4/2022 10/26/2022 10/27/2022	581.8	19.5	143.8 146.6	145.6 83.9			42.6	582.0	0.0



# Barrels of Oil Collected Daily

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Collection Duration for 1st Trip	4/12/2019	0:00	4/23/2019	1:05	11.0	187.4	17.0	715.7 gallons/day
Collection Duration for 2nd Trip	4/23/2019	1:05	4/30/2019	21:09	7.9	181.6	23.0	965.6 gallons/day
Collection Duration for 3rd Trip	4/30/2019	21:09	5/12/2019	23:20	12.1	295.7	24.4	1026.5 gallons/day
Collection Duration for 4th Trip	5/12/2019	23:20	6/13/2019	17:17	31.5	850.0	27.0	1132.3 gallons/day
Collection Duration for 5th Trip	6/13/2019	17:17	7/21/2019	1:40	37.4	983.7	26.3	1104.7 gallons/day
Collection Duration for 6th Trip	7/21/2019	1:40	8/18/2019	3:15	28.6	757.2	26.5	1112.0 gallons/day
Collection Duration for 7th Trip	8/18/2019	3:15	9/12/2019	22:30	25.8	749.2	29.0	1219.6 gallons/day
Collection Duration for 8th Trip	9/12/2019	22:30	10/9/2019	10:15	26.5	675.8	25.5	1071.1 gallons/day
Collection Duration for 9th Trip	10/9/2019	10:15	11/10/2019	1:05	31.6	659.1	20.8*	875.5 gallons/day
Collection Duration for 10th Trip	11/10/2019	1:05	12/6/2019	10:25	25.9	818.6	31.6*	1327.5 gallons/day
Collection Duration for 11th Trip	12/6/2019	10:25	12/31/2019	22:25	25.5	567.2	22.2	934.2 gallons/day
Collection Duration for 12th Trip	12/31/2019	22:25	1/30/2020	17:50	29.8	528.8	17.7	745.3 gallons/day
Collection Duration for 13th Trip	1/30/2020	17:50	3/2/2020	2:00	31.3	456.4	14.6	612.4 gallons/day
Collection Duration for 14th Trip	3/2/2020	2:00	4/2/2020	1:15	31	798.4	25.8	1081.7 gallons/day
Collection Duration for 15th Trip	4/2/2020	1:15	4/25/2020	15:45	23.1	707.7	30.6	1286.7 gallons/day
Collection Duration for 16th Trip	4/25/2020	15:45	5/15/2020	18:40	20.1	513.0	25.5	1071.0 gallons/day
Collection Duration for 17th Trip	5/15/2020	18:40	6/18/2020	22:55	34.2	834.4	24.4	1024.8 gallons/day
Collection Duration for 18th Trip	6/18/2020	22:55	7/12/2020	15:10	23.7	601.5	25.4	1066.8 gallons/day
Collection Duration for 19th Trip	7/12/2020	15:10	8/13/2020	6:00	33.6	785.5	23.4	982.8 gallons/day
Collection Duration for 20th Trip	8/15/2020	6:00	9/2/2020	13:25	18.3	357.4	19.5	819.0 gallons/day
Collection Duration for 21st Trip	9/2/2020	13:25	10/4/2020	15:20	32.1	548.3	17.1	718.2 gallons/day
Collection Duration for 22nd Trip	10/4/2020	15:20	11/3/2020	16:10	30.0	532.4	17.7	743.4 gallons/day
Collection Duration for 23rd Trip	11/3/2020	16:10	12/10/2020	13:00	36.9	655.4	17.8	747.6 gallons/day
Collection Duration for 24th Trip	12/10/2020	13:00	1/9/2021	9:15	29.8	517.5	17.4	730.8 gallons/day
Collection Duration for 25th Trip	1/9/2021	9:15	2/21/2021	11:30	43.1	624.7	14.5	609.0 gallons/day
Collection Duration for 26th Trip	2/21/2021	11:30	3/15/2021	22:25	22.4	-	-	-
Collection Duration for 27th Trip	3/15/2021	22:25	4/8/2021	12:35	23.6	-	-	-
Collection Duration for 26-27th Trip	2/21/2021	11:30	4/8/2021	12:35	46.0	792.8	17.2	722.4 gallons/day
Collection Duration for 28th Trip	4/8/2021	12:35	5/14/2021	12:14	36.0	565.2	15.7	659.4 gallons/day
Collection Duration for 29th Trip	5/14/2021	12:14	6/11/2021	12:08	28.0	527.4	18.8	789.6 gallons/day
Collection Duration for 30th Trip	6/11/2021	12:08	7/22/2021	13:38	41.1	673.4	16.4	688.8 gallons/day
Collection Duration for 31st Trip	7/22/2021	13:38	9/4/2021	5:40	43.7	-	-	- gallons/day
Collection Duration for 32nd Trip	9/4/2021	5:40	10/5/2021	15:30	31.4	-	-	- gallons/day
Collection Duration for 31-32nd Trip	7/22/2021	13:38	10/5/2021	15:30	75.1	1371.7	18.3	768.6 gallons/day
Collection Duration for 33rd Trip	10/5/2021	15:30	11/13/2021	22:29	39.3	688.0	17.5	735.0 gallons/day
Collection Duration for 34th Trip	11/13/2021	22:29	12/14/2022	13:20	30.6	518.5	16.9	709.8 gallons/day
Collection Duration for 35th Trip	12/14/2022	13:20	1/13/2023	23:30	30.4	513.5	16.9	709.8 gallons/day
Collection Duration for 36th Trip	1/13/2023	23:30	2/18/2023	17:25	35.8	578.9	16.2	680.4 gallons/day
Collection Duration for 37th Trip	2/18/2023	17:25	4/4/2023	17:56	45.0	768.5	17.1	718.2 gallons/day
Collection Duration for 38th Trip	4/4/2023	17:56	5/11/2023	16:43	36.9	547.6	14.8	621.6 gallons/day
Collection Duration for 39th Trip	5/11/2023	16:43	6/7/2023	15:50	26.9	455.1	16.9	709.8 gallons/day
Collection Duration for 40th Trip	6/7/2023	15:50	7/14/2023	5:15	36.6	619.2	16.9	709.8 gallons/day
Collection Duration for 41st Trip	7/14/2023	5:15	8/5/2023	1:45	21.9	387.6	17.7	743.4 gallons/day
Collection Duration for 42nd Trip	8/5/2023	1:45	9/2/2023	14:35	28.5	514.9	18.1	760.2 gallons/day
Collection Duration for 43rd Trip	9/2/2023	14:35	10/1/2023	18:16	29.2	498.6	17.1	718.2 gallons/day

## Barrels of Oil Collected Per Day Since RRS Install

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Average collection to date less residual tank	4/12/2019	0:00	10/1/2022	18:16	1268.8	25,207.9	19.9	835.8 gallons/day
Total Collection to date	4/12/2019	0:00	10/1/2022	18:16	1268.8	26,369.9	20.8	873.6 gallons/day

## Totals from Pumpoff 1-43

	Bbl	Gal
Net Oil collected	26,369.9	1,107,535.8
Total Oily fluids collected:	29,725.2	1,248,458.4

# **Appendix 1**

## **MC20 Product Removal and Transportation with Completed Documentation**

Pump Off #43



**COUVILLION**

Couvillion Group, LLC

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

Date: 10-4-2022

Time Transfer Ended: 09:30

	Column A	Column B	Column C	Column D	Column E
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100
Tank 1	0	Port 359.1	294.6	294.6	
Tank 2	0	Starboard 218.2	287.2	287.2	
Tank 3	-		-	-	
Total	0	577.3	581.8	581.8	0.8

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

Sign-off by:	USCG Rep	Signed Name:	[Redacted]	Printed Name:	[Redacted]	Date:	<u>10/4/2022</u>
	Couvillion Rep	Signed Name:	[Redacted]	Printed Name:	[Redacted]	Date:	<u>10/4/2022</u>
	Siemens Rep	Signed Name:	[Redacted]	Printed Name:	[Redacted]	Date:	<u>10-4-22</u>
	NRC Rep	Signed Name:	[Redacted]	Printed Name:	[Redacted]	Date:	<u>10-4-22</u>

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

Date: 10-25-22

Time: \_\_\_\_\_

Time Measurements begin after Vessel Offloading in hours: \_\_\_\_\_

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	294.6	294.6	278.3	16.3
Tank 2	287.2	287.2	284.0	3.2
Tank 3	—	—	—	—
Total	581.8	581.8	562.3	19.5

Sign-off by: USCG Rep (optional) Signed Name: \_\_\_\_\_ Printed Name: \_\_\_\_\_ Date: 10-25-22

Couvillion Rep Signed Name: \_\_\_\_\_ Printed Name: \_\_\_\_\_ Date: 10-25-22

NRC Rep Signed Name: \_\_\_\_\_ Printed Name: \_\_\_\_\_ Date: 10/25/2022

## Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 10-25-22

	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 – Column using Strap Measurement bbl
Tank 1	294.6	278.3	16.3
Tank 2	287.2	284.0	3.2
Tank 3	—	—	—

### Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	278.3
Tank 2	284.0
Tank 3	—

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

Printed Name

Date: 10-25-22

Couvillion Rep

Signed Name

Printed Name

Date: 10-25-22

NRC Rep

Signed Name

Printed Name

Date: 10-25-22

Attachment C: WASTE MANAGEMENT TRACKING FORM  
Residual Frac Tank Bottoms

Date: 10-25-22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	<u>278.3</u>
Tank 2	<u>284.0</u>
Tank 3	<u>          </u>

Sign-off by: USCG Rep (Optional)	Signed Name: [Redacted]	Printed Name: [Redacted]	Date: <u>10-25-22</u>
Couvillion Rep	Signed Name: [Redacted]	Printed Name: [Redacted]	Date: <u>10-25-22</u>
NRC Rep	Signed Name: [Redacted]	Printed Name: [Redacted]	Date: <u>10/25/2022</u>





**COUVILLION**

Couvillion Group, LLC

## Attachment C: WASTE MANAGEMENT TRACKING FORM

### Oily Water Transportation and Net Crude Oil

Start Shipments Date: 10.26.22

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	AOC	2001-01	10.26.22	AOC	143.8		
2	Deep Well	333008	10.26.22	AOC	145.6		
Total Volumes Shipped by Gallons/bbls							

End of Shipments date: \_\_\_\_\_

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 10.26.22

Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 10.26.22

NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 10-26-2022



Attachment C: WASTE MANAGEMENT TRACKING FORM  
Residual Frac Tank Bottoms

Date: 10.26.22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	<u>19.9</u>
Tank 2	<u>253.0</u>
Tank 3	<u>    </u>

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

Printed Name

Date: 10.26.22

Couvillion Rep

Signed Name:

Printed Name

Date: 10.26.22

NRC Rep

Signed Name:

Printed Name

Date: 10-26-2022

**COUVILLION**

Couvillion Group, LLC

**Attachment C: WASTE MANAGEMENT TRACKING FORM**Oily Water Transportation and Net Crude OilStart Shipments Date: 10.27.22

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)
3	AOC	2001-01	10/27	AOC	146.6		
4	Deepwell	333008	10/27	AOC	83.9		
Total Volumes Shipped by Gallons/bbls							

End of Shipments date: \_\_\_\_\_

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

Printed Name

Date: 10.27.22

Couvillion Rep

Signed Name:

Printed Name

Date: 10.27.22

NRC Rep

Signed Name:

Printed Name

Date: 10/27/22



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

Date: 10.27.22

**Residual Volume left in Tanks**

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	19.9
Tank 2	22.7
Tank 3	<u>          </u>

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

Printed Name: [REDACTED]

Date: 10.27.22

Couvillion Rep

Signed Name: [REDACTED]

Printed Name: [REDACTED]

Date: 10.27.22

NRC Rep

Signed Name: [REDACTED]

Printed Name: [REDACTED]

Date: 10/27/22



## ACADIANA OIL &amp; ENVIRONMENTAL

## CORPORATION

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

## TRANSPORT MANIFEST

Lease Run Ticket

24635

## EMERGENCY RESPONSE CONTACT:

E S &amp; H

985-851-5055

Date

10-26 2022

Operator

Couvillion

Lease No.

C

G

Lease Name

Field

Fourchon

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.

SIZE

EST.  
GROSS  
GALLONS

@

°F

## SERIAL NUMBERS

OLD	NEW
1917362	1917416

OBSERVED  
GRAVITY

25 @ 70 °F

PERCENT  
BS & W

1 %

TEMPERATURE  
OF OIL  
IN TANK °FLOG  
NUMBERTIME  
ARRIVED

1130 AM

TIME  
DEPARTED

1200 AM

DELIVERY  
STATIONGentex Crude (Shel)  
Gibson, LA

## OFFICE USE ONLY

GRAVITY CORR.  
TO 50 °F

1st

2nd

GROSS  
BARRELS

139.5

X  
FACTOR

.9859

NET BBLs.  
PER RUN TIC

137.54

TEMP. FACTOR

.9959

X

BS &  
W FACTOR

.9900

=

X FACTOR

.9859

DRIVER

OPERATOR'S WITNESS

GROSS

TARE

OPEN  
CLOSE

Truck

0330

1400 10%

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	137.54
	Temp			.57
	BSW			1.40

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

Carrier No. 1

TO: Consignee		Acadian Oil Company		FROM: Shipper		Conestoga Dock	
Street		1825 River Rd		Street		554 Dudley Berne	
Destination		Bernick		Origin		Zip Code 7	
Route:		Hwy 90		Vehicle No.		3226	
		Zip Code		70842			

No. Shipping Units	HM	Kind of Packaging, Description of Articles, Special Marks and Exceptions.	Vehicle No.	2001-01	SCAC	Emergency Phone Number
--------------------	----	---	-------------	---------	------	------------------------

Weight (Subject to Correction)*	Rate
143.8 X	UN1267 Petroleum Crude Oil, 3, PG. II
143.8	143.8
73,500	73,500

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

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good and true condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this bill of lading) is or may be employed by the shipper, agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another destination, at the expense of the shipper, fully agreed as to each carrier of all or any part of the goods hereinbefore described to destination and as to each party at any time interest in the goods hereinbefore described shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth in the Uniform Freight Tariff and as to each carrier of all or any part of the goods hereinbefore described shall be subject to all the terms and conditions of the Uniform Domestic Freight Shipper's Receipt set forth in the Uniform Freight Shipper's Receipt. The shipper hereby certifies that the goods hereinbefore described are not dangerous, inflammable, explosive, poisonous, corrosive, or otherwise liable to damage other property, persons, or the vessel.

(Signature of Consignor)

Mark with "TD" if appropriate to designate Hazardous Materials as defined by DOT regulations.

<p>Mark, with "RID" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) (ii) of this title 49 prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading instructions, unless a specific exception from the requirements is indicated.</p>	<p>The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201, Subpart C-Shipping Papers. Such description consists of the following per Section 172.201 (Hazardous Material Label, description):</p>	<p>Note: or date</p>
--	--	--------------------------

SHIPPER  
PER  
1

Carrier acknowledges receipt of packages and any required placards. Carrier certifies that the packages are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier certifies that the packages described above are received in full and that the carrier has the U.S. Department of Transportation form or equivalent documentation in the vehicle. Property described above is received in full.



ACADIANA OIL & ENVIRONMENTAL  
CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

24636

EMERGENCY RESPONSE CONTACT:

ES & H

985-851-5055

Date 10-26-2022

Operator Couvillion Lease No. C G

Lease Name

Field Fourchon

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

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.			

SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS			
OLD	1917	472	
NEW	1917	521	

OBSERVED GRAVITY 26 @ 68°F

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

LOG NUMBER

TIME ARRIVED 1045 AM PM

TIME DEPARTED 1110 AM PM

DELIVERY STATION

1810887

1810744.7

CENTRAL CRUDE (stock)  
Gibson, LA

OFFICE USE ONLY

GRAVITY CORR. TO 60 °F

1st

2nd

GROSS BARRELS 143.4

X FACTOR .9867

NET BBLs PER RUN TIC 141.50

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

GROSS Truck time

TARE 0330

NET 1400

DRIVER	
OPERATOR'S WITNESS	

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	141.50
	Temp			.47
	BSW			1.43

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

Shipper: Mike LeBlanc Jr. Date:

## STRAIGHT BILL OF LADING - SHORT FORM

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

Original—Not Negotiable

Date 10-26-22

Bill of Lading No.

Shipper No. 2

Carrier No. 2

Deep Well Energy Services

(Name of Carrier)

TO: Consignee Acadrena Oil Company  
 Street 1825 River Rd.  
 Destination Bernick Zip Code 70842  
 Route: Hwy 90 Vehicle No. 333008  
 FROM: Shipper Coulton Deck  
 Street 554 Dudley Bernick Rd.  
 Origin Zip Code 70

No. Shipping Units +HM Kind of Packaging, Description of Articles Special Marks and Exceptions Commodities requiring special or additional care in shipment in handling or moving must be so marked and packaged as to insure safe transportation with ordinary care. See Section 201 of National Motor Freight Classification, Item 900. Weight (Subject to Correction)\* Rate or

145.6 X UN1267 Petroleum Crude Oil, 3, Pg. 11 74000  
 bbl

145.6 bbls

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

REMIT  
C.O.D. TO:  
ADDRESS

C.O.D.  
Amt. \$

C.O.D. FEE:  
PREPAID ☐  
COLLECT ☐ \$

TOTAL

CHARGES:

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

\$ \_\_\_\_\_ per \_\_\_\_\_

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

(Signature of Consignor)

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

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

The format and content of hazardous item set is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201, except C-Shipping Papers. Such description complies with the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203. Proper shipping name, hazard class, hazard label, and hazard statement.

Note:  
or dr  
may

SHIPPER

PER

1

Signature of Shipper (Required by the applicable regulations of the U.S. Department of Transportation.)

Signature of Carrier (Required by the applicable regulations of the U.S. Department of Transportation or equivalent documentation in the vehicle. Property described above is received in good condition was made available and/or carrier has the U.S. Department of Transportation or equivalent documentation in the vehicle. Property described above is received in good condition.)



## CORPORATION

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

## TRANSPORT MANIFEST

Lease Run Ticket

24876

## EMERGENCY RESPONSE CONTACT:

ES &amp; H

985-851-5055

Date 10-26 20 22

Operator

Couville, J

Lease No.

C G

Lease Name

Field

Fouche, G

GAGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.			

SIZE

EST.  
GROSS  
GALLONS

@

°F

SERIAL NUMBERS

OLD	1917472
NEW	1917416

OBSERVED  
GRAVITY26

@

70 °FPERCENT  
BS & W

1

%

TEMPERATURE  
OF OIL  
IN TANK

°F

LOG  
NUMBERTIME  
ARRIVED11:30TIME  
DEPARTED12:39DELIVERY  
STATIONCentral Crude (Shell)  
Gibson.

TEMP. FACTOR

.9959

x

BS &  
W FACTOR.9900

=

X FACTOR

.9859

OFFICE USE ONLY

GRAVITY CORRL  
TO 50 °F

1st

2nd

GROSS  
BARRELS141.4X  
FACTOR.9859NET BBLs.  
PER RUN TIC.139.41GROSS  
Truck

OPEN

TARE

0330

CLOSE

DRIVER

OPERATOR'S WITNESS



I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>139.41</u>
	<u>Temp</u>			<u>.57</u>
	<u>BSW</u>			<u>1.41</u>

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

Shipper: Mike LeBlanc Jr. Date: \_\_\_\_\_

## STRAIGHT BILL OF LADING - SHORT FORM

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

Date 10-27-22Bill of Lading No. 3

Original—Not Negotiable

Acadrona Oil CompanyShipper No. 3Carrier No. 3

TO: Consignee <u>Acadrona Oil Company</u>		FROM: Shipper <u>Candler Dock</u>	
Street <u>1825 River Rd.</u>		Street <u>554 Doolley Bernard</u>	
Destination <u>Berwick</u>		Origin <u>76</u>	
Route: <u>Tray 90</u>		Zip Code <u>76</u>	
Vehicle No. <u>2001-01</u>		SCAC	
No. Shipping Units <u>146.6</u>	+HM	Kind of Packaging, Description of Articles, Special Marks and Exceptions <u>Petroleum Crude Oil, J, PG. 11</u>	
Weight (Subject to Connection)* <u>74,300</u>		Rate or	

146.6  
bbl

146.6 bbls

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
---	--------------------------------	-------------------	--	----------------------

Note: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

\$ \_\_\_\_\_ per \_\_\_\_\_

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

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

(Signature of Consignor)

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good (and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another party, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions.

Mark with "HAZ" in appropriate or designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is optional. When shipping hazardous materials, the shipper's certification statement prescribed in section 172.203(a) of the Federal Regulations, as indicated on the Bill of Lading does apply.

The former and content of hazardous materials is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172. Subpart C (Shipping Papers). Such interpretation includes the following sub-sections 172.201 (Hazardous Materials Table) and Sections 172.202 and 172.203. Proper shipping name, hazardous class, UN identification number, and hazard labels.

Note:  
or de  
may  
Unit

SHIPPER

PER

1

applicable regulations of the U.S. Department of Transportation

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

# ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

## TRANSPORT MANIFEST

Lease Run Ticket

**24877**

### EMERGENCY RESPONSE CONTACT:

ES & H

985-851-5055

Date 10-27 20 22

Operator Couville

Lease No.

C G

Lease Name

Field Fourchon, LA

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

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.			

SIZE

EST.  
GROSS  
GALLONS

@

°F

SERIAL NUMBER

OLD	1917559
NEW	1810887

OBSERVED GRAVITY 26 @ 70 °F

PERCENT  
BS & W

1 %

TEMPERATURE  
OF OIL  
IN TANK °F

LOG  
NUMBER

TIME  
ARRIVED

11:18

AM  
PM

TIME  
DEPARTED

AM  
PM

DELIVERY  
STATION

Central Crude (shell)  
Gibson

TEMP. FACTOR

.9959

x

BS &  
W FACTOR

.9900

X FACTOR

.9859

### OFFICE USE ONLY

GRAVITY CORR.  
TO 60 °F

1st

2nd

GROSS  
BARRELS

81.3

X  
FACTOR

.9859

NET BBLs.  
PER RUN TIC.

80.16

GROSS <u>Truck Time</u> TARE <u>333008</u> NET <u>0330 104</u>	O P E N  C L O S E	DRIVER
		OPERATOR'S WITNESS

NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>80.16</u>
	Temp.			<u>.33</u>
	BSW			<u>.81</u>

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

Shinner: Mike LeBlanc Jr. Date:



# STRAIGHT BILL OF LADING - SHORT FORM

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

Date

10-27-22

Bill of Lading No.

Original—Not Negotiable

Deep Well Energy Services

(Name of Carrier)

Shipper No.

Carrier No.

TO: Consignee		FROM: Shipper	
Acadran Oil Company		Covington Dock	
Street 1825 River Rd.		Street 554 Duvalley Bernard	
Destination Berwick		Origin 70	
Zip Code 70842		Zip Code 70	
Route: Hwy 90		Vehicle No. 333008	
SCAC		Emergency Resp. Phone Number	
No. Shipping Units	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or
83.9 bbls	UN1267 Petroleum Crude Oil, 3, pg.11	58,400	
	83.9 bbls		

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

REMIT  
C.O.D. TO:  
ADDRESS

C.O.D.  
Amt. \$

C.O.D. FEE:  
PREPAID ☐  
COLLECT ☐ \$

TOTAL  
CHARGES: \$

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

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

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

(Signature of Consignor)

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good and condition of contents of packages unknown, marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as including any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another party, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement presented in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a certain type of material.

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

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

Note:  
or da  
may  
United

SHIPPER

PER

1

The carrier, and driver, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.



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

# **Appendix II**

## **NRC Waste Handling Documentation**



MC20 PO #43

	<b>SAFETY MANAGEMENT SYSTEM</b>	
	Job Hazard Analysis	

<b>TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer</b> <span style="float: right;">10/04/22</span>		
<b>SUMMARY OF POTENTIAL HAZARDS (Check applicable)</b>		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>
<b>APPLICABLE REGULATION / SOPS / ALERTS</b>		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
<b>MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)</b>		
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____
		<input checked="" type="checkbox"/> Leather Steel Toe Boots
		<input type="checkbox"/> Disposable boot covers
		<input type="checkbox"/> Neoprene Steel Toe Boots
		<input checked="" type="checkbox"/> Gloves: _____
		<input checked="" type="checkbox"/> PFD / Work vest

JOB HAZARD ANALYSIS		
① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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 all 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	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <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>





# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ 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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 high-noise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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. <b>The DOI Declaration of Inspection will be completed prior to operations.</b></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 style="list-style-type: none"> <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 style="list-style-type: none"> <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>





# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> <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>
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul style="list-style-type: none"> <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 co-workers).</li> </ul>
11. Break time	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <li>Potential for secondary contamination by absorption, injection, or ingestion</li> </ul>	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <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
			pm	7/27/20 10-04-22

### ACKNOWLEDGEMENT



Employee Name	Signature	Date
		10-4-22
		10-4-22
		10-4-22



	<p align="center"><b>SAFETY MANAGEMENT SYSTEM</b></p>	
	<p align="center">Job Hazard Analysis</p>	<p>Revision: 08/2015</p>

<div style="background-color: black; width: 100%; height: 100%;"></div>	<p align="right"><i>10/8/15</i></p>

MC20 Pump Off #43

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

10/04/22

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

<b>Date:</b> 10-04-2022	<b>Start Time:</b> 0600	<b>Job Number:</b> 19-0162
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☐ Land Emergency Response
 ☐ Marine Emergency Response
 ☐ Land Service
 ☒ Marine Service

### SITE DESCRIPTION / WORK SUMMARY

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

NRC will facilitate removing recovered crude oil from the well located at MC20 project. The M/V B3 has been collecting crude oil from the location and storing it on Marine Portable Tanks (MPTs) located on her deck. The vessel will be moored to the dock at the above location and transfer the recovered crude from the MPTs on her deck to double walled frac tanks on the dockside.

Once the frac tanks on the Port Fourchon docks are ready for transfer the crude will then be transferred into bulk transporter trailers to be sent to its final destination.



### SCOPE OF WORK

The M/V B3 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.







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

### EQUIPMENT

<ul style="list-style-type: none"> <li>Air Compressor (One aboard the M/V <u>BB</u> – One on Port Fourchon Facility Properties)</li> <li>4-inch pneumatic diaphragm pumps</li> <li>Petroleum Duty transfer hoses rated and inspected accordingly</li> <li>Safety Clips for Cam-lock connections and Chicago fittings</li> <li>Containment pans for diaphragm pumps and each hose connection (on the deck of the M/V as well as the Port Fourchon Facility Dock)</li> <li>Sorbent pads / Polly to wrap around each hose connection as spill prevention</li> <li>Whip Checks for each air line connection coming from the air compressor</li> <li>Intrinsically safe handheld VHF radios (Means of Communication between PIC of vessel and PIC of dock)</li> <li><b>Supplied Air Breathing System</b></li> </ul>
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### ATTACHMENTS

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



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

### CHEMICAL INFORMATION

CHEMICAL / CAS	CHEMICAL PROPERTIES	EXPOSURE LIMITS Action Levels	ROUTES OF ENTRY	SYMPTOMS
Crude Oil	VP (mmHg): 2.6-6.2lbs @ 100F VD (Air=1): >1 BP: -54 to 1100F SG: 0.8939 PV: 1-50 <b>FP: &lt;24 F Estimated</b> LEL: 1.1 UEL: 7.3 Appearance; thick light yellow to dark black	Oil Mist, If Generated ACGIH TWA: 5mg/m3 STEL: 10mg/m3 OSHA TWA: 5mg/m3 NIOSH IDLH:2500mg/m3	X Inhalation X Ingestion X Contact	May include eye, nose and throat irritation, digestive tract, nausea, vomiting, diarrhea, headache, drowsiness, dizziness, loss of coordination, disorientation and fatigue
Hydrogen Sulfide	Strong rotten egg odor at low levels, rapidly deadens the sense of smell at higher concentrations. Highly flammable - LEL is 4.3%	10 PPM – OSHA PEL Above 10 PPM – Level B PPE required in work area.  IDLH = 100 PPM	X Inhalation <input type="checkbox"/> Ingestion <input type="checkbox"/> Absorption <input type="checkbox"/> Contact	Headache, Nausea, irritation to the eyes, nose, or throat.  Death if exposed to high concentrations of Hydrogen Sulfide.
Benzene / 71-43-2	S.G. = 0.88 FP = 12 F LEL: 1.2% UEL = 7.8%	ACGIH TWA: 0.5 ppm OSHA TWA: 1 ppm IDLH: 500ppm	X Inhalation X Ingestion X Absorption X Contact	Irritation to the eyes, skin, nose and respiratory system.  Dizziness, headache, nausea, staggered gait; bone marrow depressive.







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

### AIR MONITORING / ACTION LEVELS



Chemical Hazard	Instrument	Action Level	Action
Oxygen (O <sub>2</sub> )	4-gas	<19.5% or >23.5%	<ul style="list-style-type: none"> <li>Stop work, determine source of hazard and apply engineering control (ventilation) until reading can be brought to 21% +/- 1%.</li> </ul>
Carbon Monoxide (CO)	4-gas	25 ppm	<ul style="list-style-type: none"> <li>Stop work, determine source of hazard and apply engineering controls. Upgrade PPE as necessary.</li> </ul>
Lower Explosion Limit (LEL)	4-gas	>10%	<ul style="list-style-type: none"> <li>Stop work, determine source of hazard and apply engineering control (ventilation) until reading can be brought below 10%.</li> </ul>
Hydrogen Sulfide (H <sub>2</sub> S)	4-gas	10 ppm >10 ppm	<ul style="list-style-type: none"> <li>OSHA PEL</li> <li>SCBA / Supplied Air Respiratory Protection</li> </ul>
PID/VOC	PID	10 - 750 ppm  >750	<ul style="list-style-type: none"> <li>Don level C PPE APR w/OV cartridge (Check Benzene Levels, if Benzene levels are below 0.5 Respiratory protection may be reduced</li> <li>SCBA / Supplied Air Respiratory Protection</li> </ul>
Benzene	Colorimetric Tube	<0.5 PPM 0.5 – 25 PPM >25 PPM	<ul style="list-style-type: none"> <li>No Respiratory requirement</li> <li>Full Face APR with OV Cartridges</li> <li>SCBA / Supplied Air Respiratory Protection</li> </ul>

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



### ACTIVITY HAZARD ANALYSIS / SUMMARY

ITEM	HAZARD	PREVENTION
Behavioral Based Safety	Hazard Identification  Stop Work Authority  Near Miss	<ul style="list-style-type: none"> <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>Safety officer to coordinate with work crew safety leads</li> <li>Daily HASP / Tailgate meetings will be conducted with the crew.</li> <li>Report all near misses, at risk conditions on the job site, or at-risk actions by crew member. Discuss all reported near misses during the post job briefing and during Daily HASP / Tailgate meetings.</li> </ul>
Mooring M/V	Struck by  Pinched by  Fall into water	<ul style="list-style-type: none"> <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 all other body parts from between the mooring line and the bits on the dock.</li> <li>Never perform this task alone and all personnel within 5' of the docks edge are required to wear a USCG approved PFD.</li> </ul>
Connecting Hoses	Caught / pinched by  Back / muscle strain  Slip / Trip / Fall	<ul style="list-style-type: none"> <li>Identify, communicate, and avoid all pinch / crush points including, but not limited to - cam lock connections, trucks backing / parking, other mobile equipment on the dock.</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 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.</li> </ul>
Energizing pneumatic equipment	Hose whipping  Air Leak  Noise levels above 85 decibels	<ul style="list-style-type: none"> <li>Ensure all connections have whip checks and safety clips in place prior to energizing air lines.</li> <li>If hissing is heard there is a leak in the line and the compressor should be de-energized and the leaking hoses / connections should be replaced prior to continuing operation.</li> <li>Hearing protection required for pneumatic equipment.</li> </ul>
Transfer of recovered crude oil	Spill / spray crude oil on employee.  Overfilling of frac tank  Overcome by vapors  Hydrogen Sulfide (H <sub>2</sub> S) Detected during transfer.	<ul style="list-style-type: none"> <li>All hose connections shall be secured with safety clips, then wrapped in sorbent pads and duct tape and rope to prevent spills or contamination of individuals. There will be no hose connections over water and all connections will also be in secondary containment.</li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC of the dock facility will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of all sorts of hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter with PID on site during transfer to ensure vapors aren't present. If vapors become an issue, all work will stop and PPE will be upgraded according to the chart found on page 5 of this document.</li> <li>All personnel involved in the transfer process will be wearing a personal H<sub>2</sub>S Detector worn in their breathing zone.</li> <li>If H<sub>2</sub>S is detected above 5 PPM, the operations will stop, and all essential personnel will don their Supplied Air Respiratory Protection (SAR) and evacuate all non-essential</li> </ul>





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

ITEM	HAZARD	PREVENTION
		<p>personnel from the area during the transfer. There will be support personnel upwind with SAR capabilities on site for rescue purposes during this operation.</p> <ul style="list-style-type: none"> <li>If H2S is detected above the IDLH (100 PPM) then stop work authority will be used, all personnel will evacuate the work area and move to an upwind, safe location until the levels are below 100 PPM.</li> </ul>
Transfer of oil into transporter	Spill / spray crude oil on employee.  Overfilling of frac tank  Overcome by vapors	<ul style="list-style-type: none"> <li>All hose connections shall be secured with safety clips, then wrapped in sorbent pads and duct tape and rope to prevent spills or contamination of individuals. There will be no hose connections over water and all connections will also be in secondary containment.</li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC of the dock facility will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of all sorts of hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter with PID on site during transfer to ensure vapors aren't present. If vapors become an issue, all work will stop and PPE will be upgraded according to the chart found on page 5 of this document.</li> </ul>
Incident Reporting	First Aid  OSHA Recordable  Medical Only  Near Miss	<ul style="list-style-type: none"> <li>Employees immediately report all incidents to their immediate 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>
Prolonged exposure to elements	Dehydration  Hypothermia  Hyperthermia	<ul style="list-style-type: none"> <li>If Tyvek is not required, long sleeve shirts should be worn to cover skin.</li> <li>Rain suits should be worn in lieu of chemical protective coveralls during inclement weather</li> <li>Drink plenty of fluids.</li> <li>Appropriate clothing should be worn based on weather conditions.</li> </ul>
Break time	Ingestion  Fire	<ul style="list-style-type: none"> <li>Thoroughly wash hands before eating, drinking, smoking, or applying sun screen</li> <li>Do not smoke near petroleum products (ONLY IN DESIGNATED AREA)</li> </ul>
Decontaminate Personnel	Absorption  Contamination	<ul style="list-style-type: none"> <li>Follow decontamination plan for clothing removal / disposal.</li> <li>Do not use knives to cut PPE / use safety scissors</li> <li>Wash hands and face thoroughly.</li> </ul>
COVID 19 Protocol	Personnel infected with COVID-19 could spread it to others in the work area.	<ul style="list-style-type: none"> <li>Employees will follow all CDC, Local, State, and Federal guidance regarding Social Distancing. All personnel must remain at least 6' from one another on the worksite at all times. Only personnel essential to the operation will be allowed in the work area.</li> <li>If any employee is displaying symptoms related to COVID19</li> </ul>

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

ITEM	HAZARD	PREVENTION
		<p>they will be removed from work and follow the US Ecology / NRC return to work guidance issued by corporate.</p> <ul style="list-style-type: none"> <li>• The Symptoms in question are Fever (Above 100.4F, Dry Cough, and Shortness of breath)</li> <li>• Dockside personnel will not interact with personnel aboard the M/V during transfer operations. If an emergency were to arise where dockside personnel need to board the M/V they will be wearing proper PPE and will decontaminate anything touched while on board the vessel.</li> <li>• All trucks, handles, switches, controls, doors, etc. (frequently touched items) will be decontaminated frequently, at minimum prior to use and once the work task is complete. All personnel on site will have adequate supplies to decontaminate frequently touched surfaces such as disinfectant wipes, hand sanitizer, and a cleaner approved for use as a virucide.</li> <li>• All breaks will be taken individually, or employees will set themselves at least 6 feet away from one another to accomplish the social distancing demand due to the current pandemic.</li> </ul>
<b>NRC INCIDENT REPORTING POLICY</b>	<ul style="list-style-type: none"> <li>• First Aid</li> <li>• OSHA recordable</li> <li>• Illness/Injury</li> <li>• Near Miss</li> <li>• Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <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>
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	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 8.1.7	Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>	Revision: 08/2019

### MINIMUM SAFETY EQUIPMENT REQUIRED

✓	Eyewash	✓	Decon Pool / Supplies See itemization list under Decon		Tinted faceshield, leathers, gauntlets, hot-work cutting gear
✓	First Aid Kit	✓	Fire Extinguisher, Dry Chemical		Barricades / Traffic Cones / Delineators / Banner Tape
			Fire Extinguisher, Water	✓	Ladders
	Harnesses		Lanyards / rope		Confined space entry equipment
✓	PPE (Task specific)				



### TRAINING / DOCUMENTATION REQUIREMENTS

✓	HAZWOPER 40	✓	Hazwoper Supervisor	✓	Current 8 Hour Refresher
✓	First Aid /CPR		Confined Space Supervisor	✓	Current Medical Fitness For Duty
	NRC Confined Space Entrant				NRC Confined Space Rescue
✓	API Safe Rigging Practices			✓	Documentation of compliance with Drug Free Work Place
	Competent Fire Watch Designated Personnel				Qualified Pressure Washer Operator

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

## DECONTAMINATION AND DISPOSAL

DECONTAMINATION EQUIPMENT	
<input type="checkbox"/> Visqueen on Ground <input type="checkbox"/> Carpet on Ground <input type="checkbox"/> Wooden Pallets <input checked="" type="checkbox"/> Decon Pool / wash boots <input type="checkbox"/> Boot brushes <input type="checkbox"/> Decon Pool Rinse Boots <input checked="" type="checkbox"/> Respirator wash bucket <input checked="" type="checkbox"/> Respirator rinse bucket <input checked="" type="checkbox"/> Drying stands or platforms for respirators after washing <input checked="" type="checkbox"/> Wipe rags to clean respirators	<input checked="" type="checkbox"/> Rags for cleaning - wiping <input type="checkbox"/> Labeled Drums for disposal items <input checked="" type="checkbox"/> Chairs to sit on for PPE removal <input type="checkbox"/> Plastic zip-lock bags for personal sample pumps <input checked="" type="checkbox"/> Water to wash face / hands <input type="checkbox"/> Decontamination Assistant <input type="checkbox"/> Barrier stands <input checked="" type="checkbox"/> Caution tape to designate decon area <input type="checkbox"/> Shower
PERSONNEL DECONTAMINATION PLAN	
<input type="checkbox"/> Establish two stage contamination reduction zone with small decon area just inside of containment area <input type="checkbox"/> Provide wet rags (not saturated) to personnel to wipe exterior of PPE prior to dry decon (stage 1 decon) <input type="checkbox"/> Place empty lined drums for contaminated PPE with liners removed to waste bin at end of each shift <input type="checkbox"/> Untape gloves and boots – discard tape <input type="checkbox"/> Sit on chair prior to removing boots or outer PPE <input type="checkbox"/> Remove boots and outer gloves (boots will be reused and leather outer gloves may be reuse if still in good condition) <input type="checkbox"/> Unzip suit / pull off hood <input type="checkbox"/> Roll down suit / inside out and place into labeled container <input type="checkbox"/> Remove respirator <input type="checkbox"/> Use wipes to clean <input type="checkbox"/> Store respirators in plastic bags after drying <input type="checkbox"/> Remove inner gloves <input type="checkbox"/> PPE and debris will be bagged, accounted for, and bulked into the applicable waste bin or container <input type="checkbox"/> Store respirators in individual plastic bags with employee names <input type="checkbox"/> _____	
WASTE MANAGEMENT PLAN	
<input type="checkbox"/> Contaminated disposable PPE & debris from operation shall be placed in an approved container <input type="checkbox"/> _____ <input type="checkbox"/> _____	

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



### SITE LAYOUT

Sketch the work area or attach a schematic drawing. Please include the following:

Evacuation Route	Control Entry Point	Exclusion Zone (red security tape)
Decontamination Point (red tape)	Support Zone (yellow caution tape)	Fire Extinguishers
Eyewash / Showers		

**See Facility Map**



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

### EMERGENCY MEDICAL TREATMENT AND FIRST AID



TYPE CONTACT	FIRST AID
<b>Eyes</b>	<ul style="list-style-type: none"> <li>• Flush each eye continuously for 15 minutes</li> <li>• Tilt head to side to ensure liquid runs onto floor not other eye</li> <li>• Refer to EMT for evaluation</li> </ul>
<b>Skin</b>	<ul style="list-style-type: none"> <li>• Remove contaminated clothing immediately</li> <li>• Wash skin continuously for 15 minutes</li> <li>• Refer to physician if redness, swelling, or pain persists after washing</li> </ul>
<b>Not Breathing</b>	<ul style="list-style-type: none"> <li>• Call 911</li> <li>• Remove to fresh air immediately if respiratory distress develops</li> <li>• Begin CPR until EMT arrives</li> </ul>
<b>Ingestion</b>	<ul style="list-style-type: none"> <li>• Aspiration hazard</li> <li>• Do not induce vomiting</li> <li>• Do not give anything by mouth</li> </ul>

### ACCIDENT REPORTING

FIRST AID INJURIES REQUIRING MEDICAL TREATMENT VEHICLE ACCIDENT NEAR MISS	<input type="checkbox"/> Employees immediately report all accidents or incidents to the Site Project Manager / Safety Officer <input type="checkbox"/> Site Project Supervisor will immediately notify the NRC Project Manager via cell phone. If unable to reach the Project Manager, call the NRC Safety Manager. If you get a voice mail; call their cell phones <input type="checkbox"/> NRC Safety Manager will provide employee disposition guidelines and coordinate an accident investigation either by himself or Project Supervisor <input type="checkbox"/> NRC Project Manager will relay information to Project Site Superintendent <input type="checkbox"/> Accident reporting forms are included in <a href="#">Attachment D</a> <input type="checkbox"/> Determination will be made regarding need for post accident drug testing
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### EMERGENCY RESPONSE PLAN

ELEMENT	LOCATION, SPECIFICATION OR REASON FOR USE
<b>NEAREST HOSPITAL</b>	Our Lady of the Sea General Hospital, (985) 632-6401 200 W 134th Pl, Cut Off, LA 70345
<b>NEAREST PHONE</b>	Port Fourchon Facility Phone
<b>FIRST AID KIT</b>	Deck of M/V Brandon Bordelon and the M/V Connor Bordelon/ Fourchon Dock side as well
<b>FIRE EXTINGUISHER</b>	Deck of the vessel discharging product Port Fourchon Facility Dock
<b>EYEWASH STATION</b>	Stage Portable Eyewash Station in Support Zone
<b>EVACUATION ROUTE / MEETING POINT</b>	See site map and follow established emergency procedure

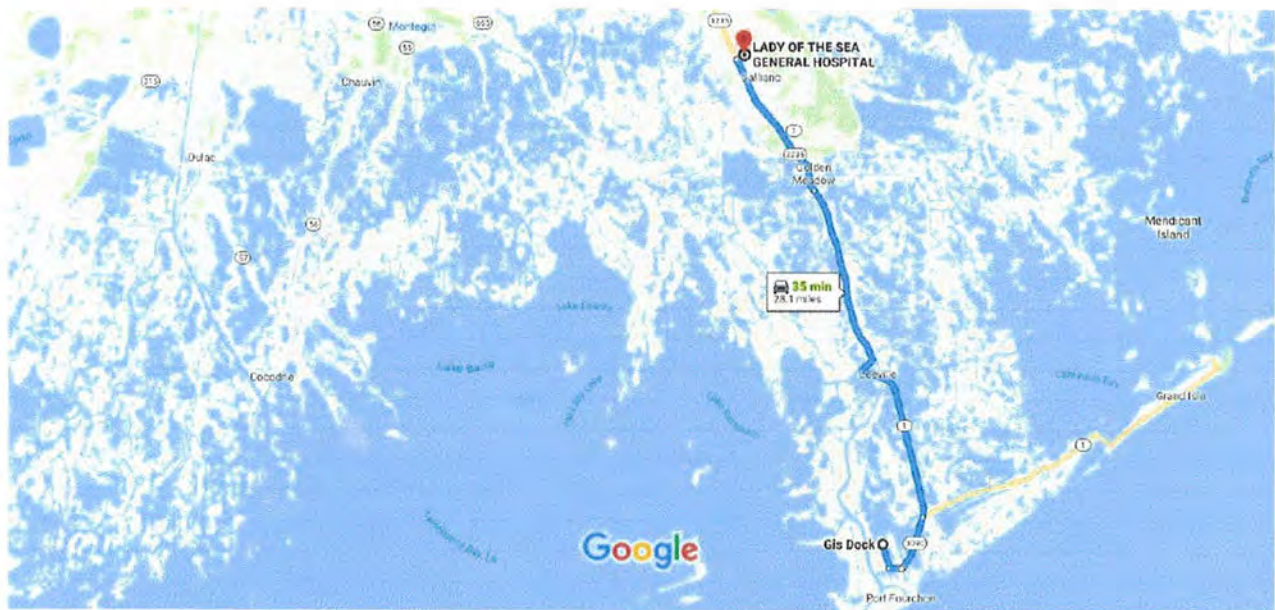
	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 8.1.7	Site Specific Safety Plan Project Name: MC20 Recovered Crude Oil Transfer	Revision: 08/2019

## Hospital Route

Google Maps

Gis Dock to LADY OF THE SEA GENERAL HOSPITAL

Drive 28.1 miles, 35 min



via LA-1 and LA-3235

35 min

Fastest route, the usual traffic



28.1 miles

⚠ This route has restricted usage or private roads.



MC20 decant

10/25/2022

	<b>SAFETY MANAGEMENT SYSTEM</b>	
	Job Hazard Analysis	Revision: 08/2015

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



Pump off # 43

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>
APPLICABLE REGULATION / SOPS / ALERTS		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)		
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____
		<input checked="" type="checkbox"/> Leather Steel Toe Boots
		<input type="checkbox"/> Disposable boot covers
		<input type="checkbox"/> Neoprene Steel Toe Boots
		<input checked="" type="checkbox"/> Gloves: _____
		<input checked="" type="checkbox"/> PFD / Work vest

**JOB HAZARD ANALYSIS**



① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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 all 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	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <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>



	<p align="center"><b>SAFETY MANAGEMENT SYSTEM</b></p>	
	<p align="center">Job Hazard Analysis</p>	<p>Revision: 08/2015</p>

	10-25-22
	10-25-22
	10-25-22

MC20

	<b>SAFETY MANAGEMENT SYSTEM</b>	
	Job Hazard Analysis	Revision: 08/2015

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

10/26/2022

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>
APPLICABLE REGULATION / SOPS / ALERTS		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)		
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____
		<input checked="" type="checkbox"/> Leather Steel Toe Boots
		<input type="checkbox"/> Disposable boot covers
		<input type="checkbox"/> Neoprene Steel Toe Boots
		<input checked="" type="checkbox"/> Gloves: _____
		<input checked="" type="checkbox"/> PFD / Work vest

**JOB HAZARD ANALYSIS**

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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>
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4. Mooring Vessel and working near water	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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 all 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	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <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>





# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ 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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 high-noise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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. <b>The DOI Declaration of Inspection will be completed prior to operations.</b></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 style="list-style-type: none"> <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 style="list-style-type: none"> <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>





# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		detected. PPE will be upgraded according to the concentration of hazards detected. <ul style="list-style-type: none"><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>
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"><li>Inadequate hydration</li><li>Extended work periods without rest resulting in heat stress</li></ul>	<ul style="list-style-type: none"><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 co-workers).</li></ul>
11. Break time	<ul style="list-style-type: none"><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 style="list-style-type: none"><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	<ul style="list-style-type: none"><li>Potential for secondary contamination by absorption, injection, or ingestion</li></ul>	<ul style="list-style-type: none"><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 style="list-style-type: none"><li>First Aid</li><li>OSHA recordable</li><li>Illness/Injury</li><li>Near Miss</li><li>Equipment/Vehicle Damage</li></ul>	<ul style="list-style-type: none"><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
			Pm	7/27/20 10/22/22

### ACKNOWLEDGEMENT



Employee Name	Signature	Date
		10-26-22 10/26/22 10/26/22



	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	Revision: 08/2015

	10-26-22
	10-26-22

MC20 DO #43 2724614

	<b>SAFETY MANAGEMENT SYSTEM</b>	
	Job Hazard Analysis	Revision: 08/2015

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



10-27-22

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
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APPLICABLE REGULATION / SOPS / ALERTS		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)		
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**JOB HAZARD ANALYSIS**

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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 all 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	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <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>



	<p align="center"><b>SAFETY MANAGEMENT SYSTEM</b></p>	
	<p align="center"><b>Job Hazard Analysis</b></p>	<p align="right"><b>Revision: 08/2015</b></p>

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> <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>	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> <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 style="list-style-type: none"> <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 style="list-style-type: none"> <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 high-noise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> <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 style="list-style-type: none"> <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. <b>The DOI Declaration of Inspection will be completed prior to operations.</b></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 style="list-style-type: none"> <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 style="list-style-type: none"> <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>



**SAFETY MANAGEMENT SYSTEM****Job Hazard Analysis**

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① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		detected. PPE will be upgraded according to the concentration of hazards detected. <ul style="list-style-type: none"><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>
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"><li>• Inadequate hydration</li><li>• Extended work periods without rest resulting in heat stress</li></ul>	<ul style="list-style-type: none"><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 co-workers).</li></ul>
11. Break time	<ul style="list-style-type: none"><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 style="list-style-type: none"><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	<ul style="list-style-type: none"><li>• Potential for secondary contamination by absorption, injection, or ingestion</li></ul>	<ul style="list-style-type: none"><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>
<b>NRC INCIDENT REPORTING POLICY</b>	<ul style="list-style-type: none"><li>• First Aid</li><li>• OSHA recordable</li><li>• Illness/Injury</li><li>• Near Miss</li><li>• Equipment/Vehicle Damage</li></ul>	<ul style="list-style-type: none"><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
			pm	7/27/20 10-27-22

**ACKNOWLEDGEMENT**

Employee Name	Signature	Date
		10-27-2022 10-27-2022



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	10/27/22
	10-27-22
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