

# Couvillion Group, LLC MC-20 Hydrocarbon Pump-Off #66 Results Report

### Document #: Couv-MC20-O&M-RPT-DOC-00090

11/1/2024

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Revision	Date	By	Check	Approve	Remarks
0	11/1/2024				Initial
					Document

### Summary:

Couvillion Group's Rapid Response Collection System initiated its sixty-sixth collection cycle on 8/25/2024 at 07:22 and completed the cycle on 10/11/2024 at 22:32 resulting in a collection duration of 47.6 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 10/13/2024, with 821.1 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On 10/21/2024, Couvillion Group confirmed the initial measurement of 821.1 bbl of hydrocarbon fluids in frac tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1-3, a total of 54.8 bbl of water was decanted on 10/21/2024. This 54.8 bbl of water was sent to the fourth frac tank for disposal at a later time. A gross total of 752.2 bbl of fluids according to NRC strapping measurements was sent to Acadiana Oil using tank trucks from frac tanks 1-3. After temperature and BS&W deductions a net total of 735.5 bbl of oil was transferred from tanks 1-3 in the Port Fourchon yard to the Acadiana Oil Company.

### **Procedures Followed:**

Couvillion Group and the associated companies participating in the collection and transportation of hydrocarbon fluids from the MC-20 site to the Acadiana Oil Company site have compiled a set of procedures that are followed throughout the process. The MC-20 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 MC-20 on 10/10/2024 at 15:55 hrs. An asfound 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 10/11/2024 the ATI/BTI were closed at 22:32, marking the end of the 66<sup>th</sup> collection cycle. Pumping commenced at 23:54 on 10/11/2024 and ended at 08:23 on 10/12/2024. 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 827.0 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 10/13/2024. On the morning of 10/13/2024 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 Brandon Bordelon were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel were emptied, then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 821.1 bbl.** With the dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of time before the transfer of the oil from the frac tanks to tank trucks.

### **Dockside Frac Tanks to Truck Transfers**

On the morning of 10/22/2024 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 143.7 bbls, the second truck received 150.2 bbls, and the third truck received 159.6 bbls of hydrocarbon fluids. The second day of truck transfers began on 10/23/2024 at 07:00. The fourth truck received 157.3 bbls, and the final truck of Pumpoff 66 received 141.4 bbls of hydrocarbon fluids. There was a total of 14.1 bbls of residual fluids which remained in frac tanks 1-3 and was later pumped into tank 4. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Total fluid reconciliation for frac tanks 1-3 was within 0.0%.

### **Truck to Facility Transfer**

Upon arrival at the Acadiana Oil Company site each truck enters a loading bay. Before any fluids are transferred an Acadiana Oil Representative straps their tank for an initial measurement and then transfer of fluid begins. While the pump off is underway an Acadiana Oil Company Representative takes three fluid samples during the transfer process from the pump outlet from which hydrocarbon fluid is flowing. These samples are taken at the beginning of the transfer, mid-way through the transfer, and at the end of the transfer process to ensure a full mixture. The sample is then taken to their testing area where tests are run to determine: % BS&W content, temperature, and specific gravity. Temperature and specific gravity are recorded via the use of a hydrometer, while BS&W content is determined via the use of a centrifuge with a 50/50 mixture of the sample with mineral spirits. Once all sampling is completed and recorded (see copy in Appendix I) the Acadiana Oil Company Representative again straps their tank to obtain a post transfer level. The gross fluids that are recorded is determined by subtracting the initial pump off tank strap level from the post transfer tank strap level. This gross fluid value is corrected for temperature, specific gravity, and BS&W content to determine the net oil value that is recorded.

#### **Summary Tally and Running Totals:**

The tables below show an oil tally, a total fluid reconciliation, and a flow rate calculation. In total 821.1 bbls of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 752.2 bbl to Acadiana Oil Company, which netted out to a total of 735.5 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 47.6-day collection cycle offshore was 15.5 bbl/day or 651.0 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 1,666,828.8 gallons of salvaged crude oil have been contained from the MC-20 site.

# **Oil Tally**

											J		- 10									
Oll Tally	Data	Total Fluid	Tetel Fluid		Truck 1 Total Fluids	Takal Florid	1	1	Truck 2	Table I file dat		1	Truck 3	Take   Third			Truck 4	Table Fluid	1		Tetel	Running
Oil Tally	Date	Transfer	Total Fluid Frac	%	to Acadiana	Total Fluid at	%	Net	Total Fluids to Acadiana	Total Fluid at	%	Net	Total Fluids to Acadiana	Total Fluid at	%	Net	Total Fluids to Acadiana	Total Fluid at	%	Net	Total Net	Total Net
		by	Tank Strap	76	NRC Frac	Acadiana	70	Net	NRC Frac	Acadiana	70	INCL	NRC Frac	Acadiana	/0	Net	NRC Frac	Acadiana	70	iver	ivet	Net
		Legends	by NRC	Diff	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Oil	Oil
		(bbl)	(bbl)		(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)
Pump Off #1	4/26/2019	220.0	215.7	-2.0																		
	5/6/2019				113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6									187.4	187.4
Pump Off #2	5/3/2019	246.3	223.5	-10.2																		
	5/8/2019	005.0			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	901.7	905.5	0.4	103.2	89.1 145.8	-4.6	82.9 143.0	126.4	136.4	-0.5	132.1	108.5	99.5	8.3	80.7					295.7	664.8
Fullip Oli #4	6/20/2019	501.7	505.5	0.4	133.4	136.2	1.1	113.0	140.7	141.4	-0.5		140.6	141.4	-0.6	134.2	144.1	141.4	1.9	138.4		
	6/21/2019				48.5	47.1	2.8	44.6													850.0	1,514.8
Pump Off #5	7/31/2019	1200.2	1196.6	-0.3	139.2	138.3	0.6	133.7	142.7	150.0	-5.1	146.5										
	8/1/2019				139.1	145.7	-4.7	135.1	140.7	138.4	1.6	131.9	146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0		
	8/2/2019				99.8	112.9	-13.1	111.0	101.1	105.6	-4.5	104.2									983.7	2,498.5
Pump Off #6	8/26/2019	848.0	874.6	3.0	141.7	138.4	2.3	134.6	140.3	145.7	-3.8	140.6	141.5	145.7	-3.0	143.2						
	8/27/2019				140.5	138.4	1.5	135.5	137.2	142.0	-3.5	139.1	61.3	65.6	-7.0	64.2						
	0/00/0010		000.4	1.2	100.0	1017		400.4								400 7					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	790.9	787.4	-0.4	144.4	142.0	1.7	159.1	145.7	156.4	5.7	135.5	55.5	54.0	1.5	55.7					749.5	4,005.0
r unp on #o	10/22/2019	750.5	707.4	0.4	143.9	131.0	9.0	129.1	154.3	151.9	1.5	149.7	144.0	136.2	5.4	134.2						
	10/23/2019				137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6			-							
Residual Tank	10/23/2019		205.1										125.4	125.7	-0.2	123.6					799.4	4,804.4
Pump off #9	11/11/2019	772.3	757.8	-1.9																		
	11/19/2019				142.3	156.5	-10.0	153.6	143.8	131.0	8.9	128.8	145.3	142.0	2.3	139.9			1			
	11/20/2019				145.6	145.6	0.0	143.6	92.1	94.6	-2.8	93.3							<u> </u>		659.1	5,463.5
Pump off #10	12/17/2019	940.7	942.8	0.2	142.0	138.4	2.5	136.9	71.4	69.2	3.1	68.5	146.4	145.7	0.5	144.2						6 9 9 9 4
Dump off #11	12/18/2019 1/9/2020	607.7	601.0	1.0	146.4	138.4	5.5	136.8	144.3	145.7	-1.0	144.4	144.0	142.0	1.4	140.8	47.4	47.4	0.0	47.0	818.6	6,282.1
Pump off #11	1/9/2020	697.7	691.0	-1.0	128.7 79.4	131.1 91.0	-1.9 -14.6	128.3 90.0	128.0 92.6	131.1 91.1	-2.4 1.6	129.3 90.0	129.8	131.1	-1.0	129.6						
Residual Tank	1/8/2020				141.9	142.0	-0.1	140.0	52.0		1.0	50.0									707.2	6,989.3
Pump off #12	2/12/2020	725.4	722.5	-0.4	120.8	123.8	-2.5	115.8	102.1	101.9	0.2	100.4	99.0	101.9	-2.9	97.5						0,00010
	2/13/2020	-		-	149.5	160.2	-7	154	114.2	101.92	10.8											
Residual Tank	2/17/2020				108.2	105.6	2.4	101.3													630.1	7,619.4
Pump off #13	3/11/2020	583.7	570.2	-2.4																		
	3/12/2020				114.5	115.2	-0.6	112.7	138.3	136.2	1.5	134.3										
	3/13/2020				93.6	94.3	-0.7	91.9	120.0	120.4	-0.3	117.5									456.4	8,075.8
Pumpoff #14	4/16/2020	966.7	928.8	-4.1	147.2	146.5	0.5	144.6	145.2	141.2	2.8	139.4	148.0	146.5	1.0	143.7					700.4	
Residual Tank	4/17/2020 4/14/2020	<u> </u>			144.9 149.9	146.5 151.9	-1.1 -1.3	144.3 132.3	144.1	141.2	2.0	139.1	87.4	88.9	-1.7	87.3					798.4 132.3	9,006.5
Pump off #15	5/7/2020	798.4	783.1	-1.9	149.9	145.8	3.0	143.4	148.0	153.1	-3.4	149.4	145.2	142.1	2.1	138.7					132.3	5,000.5
1 01110 011 #15	5/8/2020	750.4	/05.1	1.5	147.2	149.4	-1.5	147.6	131.7	131.2	0.4	128.6	145.2	142.1	2.1	150.7					707.7	9,714.2
Pump off #16	5/28/2020	598.8	583.3	-2.7	142.1	140.3	1.3	137.5	10117	19112	0.1	120.0									/0/./	5,72112
	5/29/2020				138.0	138.5	-0.4	134.1	135.1	134.8	0.2	131.7	115.0	116.6	-1.4	109.7					513.0	10,227.2
Pumpoff #17	7/8/2020	970.1	956.3	1.4																		
	7/9/2020				149.1	149.9	-0.5	146.8	148.8	145.5	2.2	142.5	149.2	149.9	-0.5	146.8						
	7/10/2020				150.7	149.6	0.7	146.6	137.1	138.0	-0.7	135.2	119.9	119.0	0.8	116.5					834.4	11,061.4
Pumpoff #18	7/22/2020	658.4	642.6	-2.5	100.0			407.0						400.0			100.0			107.5		
	7/27/2020				129.9	129.9	0.0	127.8	140.6	140.6	0.0	137.7	138.2	138.2	0.0	135.7	139.8	139.8	0.0	137.5	C01 F	11.002.1
Residual Tank	7/28/2020 7/28/2020	<u> </u>			66.0	66.0	0.0	62.8	113	113	0.0	110.7									601.5 110.7	11,663.1 11,773.8
Pumpoff #19	9/1/2020	901.6	886.4	-1.7	128.2	128.2	0.0	125.6	135.5	135.5	0.0	132.6									110.7	11,773.0
1 dilipoir #15	9/2/2020	501.0	000.1	1.7	131.2	131.2	0.0	128.3	136.8	136.8	0.0	134.0	134.8	134.8	0.0	132.0	135.9	135.9	0.0	133.0	785.5	12,559.3
						-																,
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										
L	9/30/2020	<b> </b>			85.7	83.0	3.2	81.6		ļ	<b> </b>	<b> </b>	<b> </b>	L							357.4	12,916.7
Residual Tank	10/1/2020				136.5	131.0	4.0	128.6		ļ	L	L							I		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							1		F 40 -	10
Dumpoff #22	10/16/2020	695 6	672.2	1.0	147.2	144.0	2.2	142.5	136.0	135.0	0.7	132.9	146 A	140.0	4.4	120.2					548.3	13,593.6
Pumpoff #22	11/16/2020 11/17/2020	685.6	673.2	-1.8	146.5 133.2	143.0 130.0	2.4 2.4	139.7 124.3	143.4	142.0	1.0	140.1	146.4	140.0	4.4	128.3					532.4	14,126.0
Pumpoff #23	12/30/2020	781.7	784.3	0.3	135.2	140.0	4.2	137.3	146.8	140.0	4.6	138.6	145.2	137.0	5.6	133.9			<u> </u>		552.4	17,120.0
, apon #25	12/30/2020	, , , , ,	. 54.5	5.5	140.1	140.0	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					1			,. <u></u>
	1/28/2021				141.0	*	*	*	140.2	140.0	0.1	137.7	146.8	*	*	*						
L	2/19/2021	<b> </b>			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				L							<u> </u>		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			1		624.7	16,019.5
Dumpoff #26.25	3/9/2021	400.0	472.0	F 4	144.1	140	2.8	133.9	77.3	75.0	3.0	70.8							<u> </u>			
Pumpoff #26-27		498.2	472.6	-5.4	143.7	136.2	5.2	134.8	142.6	138.6	2.8	137.2	144.1	142.0	1 5	120.0			1			
	4/22/2021 4/23/2021	553.0	544.3	-1.6	123.5	129.7	-5.0	128.0	146.4 111.4	146.7 109.1	-0.2 2.1	146.6 106.3	144.1	142.0	1.5	139.9			1		792.8	16,812.3
Residual Tank	4/23/2021	t			132.5	131	1.1	127.0			- <u></u>	100.5	t	<u> </u>							127.0	16,939.3
Pumpoff #28	5/26/2021	716.0	706.1	-1.4	102.0	191		127.0													12/10	10,000.0
	5/27/2021	0.0			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							1			.,
	7/14/2021																					
Pumpoff #29	7/15/2021	648.0	631.7	-2.6	114.7	115.3	-0.5	113.8	150.8	149.0	1.2	145.9	119.8	120.2	-0.3	118.5	155.3	151.7	2.3	149.2	527.4	18,031.9
	7/16/2021						L			ļ	L	L							I			
Pumpoff #30	8/5/2021	763.0	750.2	-1.7	115.3	115.0	0.3	112.9	112.6	111.0	1.4	109.0	106.8	105.0	1.7	103.2					673.4	18705.3
	8/6/2021				118.5	118.0	0.4	115.5	118.4	117.0	1.2	114.2	124.3	123.0	1.0	118.6						

# **Oil Tally Contd.**

					Truck 1				Truck 2	J			Truck 2				Truck 4				,	Dunning
Oil Tally	Date	Total Fluid	Total Fluid		Truck 1 Total Fluids	Total Fluid		1	Truck 2 Total Fluids	Total Fluid	1		Truck 3 Total Fluids	Total Fluid			Total Fluids	Total Fluid	<u>г</u>		Total	Running Total
On rany	Dute	Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	Net	Net
		by	Tank Strap		NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana	1 1			
		Legends	by NRC	Diff	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap		Diff	Oil	Strap	by strap	Diff	Oil	Oil	Oil
		(bbl)	(bbl)		(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)		(bbl)	(bbl)	(bbl)
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						1		1 1	530.8	19236.1
	9/24/2021				126.3	123.1	2.5	119.8	138.7	134.3	3.2	129.2							$\square$	<u> </u>		l
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						1		1 1		1
	11/4/2021 11/5/2021				152.5 150.2	149.0 147.0	2.3 2.1	147.0 144.8	154.6	145.0	6.2	142.2						1		1 1		1
	11/9/2021				118.8	147.0	1.5	115.4	1	1								1		1	840.9	20077.0
Pumpoff #33	11/30/2021	787.9	786.2	-0.2	142.9	140.5	1.7	139.5	144.0	140.9	2.2	139.9	149.6	145.3	2.9	143.6			$\vdash$		010.5	2007710
	12/1/2021				141.5	138.5	2.1	137.8	130.9	128.0	2.2	127.2						1		1 1	688.0	20765.0
Pumpoff #34	1/6/2022	686.6	673.8	-1.9	149.6	140.5	6.1	138.9	144.0	148.3	-3.0	146.1	152.3	148.5		147.2		1				
	1/7/2022				86.4	87.0	-0.7	86.3													518.5	21283.5
Pumpoff #35	2/16/2022	564.2	551.9	-2.2	144.1	144.0	0.1	142.7	140.2	136.2	2.9	140.2						1		1		1
	<b> </b>	L			125.5	120.0	4.4	118.3	121.8	114.6	5.9	112.3	<u> </u> /	L					L]	<u>ا</u> ــــــــــــــــــــــــــــــــــــ	513.5	
Residual Tank					94.0	88.0	6.4	70.1	ļ'	ļ'	<u> </u>								$\downarrow$	<u> </u>	70.1	21867.1
Pumpoff #36	3/23/2022	690.7	678.5	-1.8	152.5	148.3	2.8	147.4	152.7	147.9	3.1	145.8						1		1		
	3/24/2022	000 7			148.0	142.1	4.0	141.1	157.6	150.0	4.8	144.6		153.0		150.0					578.9	22446.0
Pumpoff #37	5/4/2022	882.7	868.2	-1.7	146.0	144.0	1.4	141.4	151.5	146.6	3.2	143.9	156.2	153.0	2.0	150.8		1		1	769 5	22214 5
Pumpoff #38	5/6/2022 6/1/2022	685.4	674.0	-1.7	145.7 145.2	142.4 142.0	2.3	141.3 139.9	127.3 150.3	125.0 146.7	1.8 2.4	123.7 144.6	70.4	68.3	3.0	67.4			$\vdash$	<u> </u>	768.5	23214.5
rump011#58	6/1/2022 6/2/2022	005.4	074.0	-1./	145.2	142.0	3.7	139.9	136.6	146.7	2.4	130.4		1		[		1		i <sup>1</sup>	543.0	23757.5
Pumpoff #39	6/29/2022	545.5	539.3	-1.3	145.7	136.9	6.0	134.1	143.6	140.7	2.0	137.7	<u> </u>						$\vdash$	[]	2.5.0	
	6/30/2022				142.0	139.5	1.8	136.7	49.8	49.0	1.6	46.6								1 '	455.1	24212.6
Pumpoff #40	7/28/2022	707.2	702.1	-0.7	139.1	137.0	1.5	134.4	144.9	140.7	2.9	137.6	135.9	133.2	2.0	130.2			$\square$		<u> </u>	
	7/29/2022				141.8	138.1	2.6	135.2	86.8	83.3	4.0	81.8		L !	L				LI	L '	619.2	24831.8
Pumpoff #41	8/26/2022	461.4	459.8	-0.3	149.6	146.2	2.3	143.8												(		1
	8/29/2022				149.9	146.6	2.2	144.0	106.3	102.1	4.0	99.8						Ļ	$\square$	L	387.6	25219.4
Pumpoff #42	9/20/2022	565.9	563.9	-0.4	151.5	147.6	2.6	144.6	1	1	1	1								1 '		ł
	9/21/2022	<u> </u>	ļ	<b> </b>	151.9	149.9	1.3	146.9	153.7	153.0	0.5	150.0	75.0	75.0	0.0	73.4			Ļ]	⊧'	514.9	25734.3
Residual Tank	9/21/2022		501.5		74.2	70.5	5.0	69.0	86.5	86.0	0.6	68.0	ļ!	<sup> </sup>					$\vdash$	⊢'	137.0	25871.3
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		1		[		1		i <sup>1</sup>	109 C	26260.0
Pumpoff #44	10/27/2022 11/22/2022	583.2	580.2	-0.5	146.6 138.3	141.4 127.6	3.5 7.7	139.4 126.5	83.9 132.4	81.3 137.7	3.1 -4.0	80.2 136.5	┟───┤	<b>├───</b> ┤					┢──┦	<u> </u>	498.6	26369.9
Pumpoff #44	11/22/2022	563.Z	560.2	-0.5	138.3 148.0	127.6	7.7 5.1	126.5	132.4 133.2	137.7 129.6	-4.0 2.7	136.5 128.5		1		[		1		i <sup>1</sup>	530.2	26900.1
Pumpoff #45	12/20/2022	625.5	621.7	-0.6	148.0	140.4	3.4	138.7	155.2	129.6	6.9	128.5	149.5	141.0	5.7	138.0	-		+		330.2	20300.1
	12/20/2022	020.0	0	5.0	144.5	140.0	3.9	137.0	100.0	1.0.0	0.5	107.0	1.0.0	1.110	5.7	100.0				1 '	549.0	27449.1
Residual Tank	12/21/2022	<u> </u>	t	t	62.5	62.7	-0.3	61.4	t+	┟4	<u> </u>			۲						اا	61.4	27510.5
Pumpoff #46	1/26/2023	719.7	709.7	-1.4	137.9	137.9	0.0	137.0	132.9	128.8	3.1	127.8	124.3	120.1	3.4	119.2						1
	1/27/2023				135.2	131.9	2.4	131.1	102.5	109.0	-6.3	103.3		<u> </u>							618.4	28128.9
Pumpoff #47	2/23/2023	576.8	578.6	0.3	110.7	106.0	4.2	103.6	145.7	145.0	0.5	141.7		I						1		1
	2/24/2023		ļ		139.8	139.0	0.6	135.7	122.3	117.0	4.3	114.2		μ				<b></b>	$\square$	└────	495.2	28624.1
Pumpoff #48	3/28/2023	612.4	607.8	-0.8	141.8	140.0	1.3	138.4	136.7	132.0	3.4	129.8		1		[		1		i <sup>1</sup>	545.0	20470 4
Rumpoff #40	3/29/2023	651.0	647.4	0.7	149.1	145.0	2.7	143.9	136.4	135.0	1.0	133.9	───┦						$\vdash$	<u> </u>	546.0	29170.1
Pumpoff #49	5/10/2023 5/11/2023	651.9	647.4	-0.7	147.2 150.8	146.1 150.0	0.7 0.5	144.8 148.2	157.3 155.7	151.0 152.0	4.0 2.4	149.2 150.0		1		[		1		i <sup>1</sup>	592.2	29762.3
Pumpoff #50	6/6/2023	756.6	740.4	-2.2	150.8	140.0	0.5	148.2	155.7	152.0	4.7	143.0	152.3	142.0	6.8	140.0			┢──┦	ļ	332.2	23102.3
. unpon #50	6/7/2023	, 50.0	7-0.4	2.2	141.5	140.0	4.9	138.3	101.7	145.0	1.0	97.8	152.5	172.0	0.0	140.0		1		i <sup>1</sup>	657.2	30419.5
Pumpoff #51	6/22/2023	551.1	545.6	-1.0	134.4	135.0	-0.4	132.2	143.5	141.0	1.7	137.6		<b>┌───</b> ┤								
	6/23/2023				143.7	138.0	4.0	136.1	78.8	77.0	2.3	75.9		L !	L				LI	L '	481.8	30901.3
Pumpoff #52	8/3/2023	743.6	740.4	-0.4	141.8	140.0	1.3	137.3	147.6	145.0	1.8	142.2		<u> </u>						1		i
	8/4/2023				148.0	140.0	5.4	137.3	148.3	145.0	2.2	141.8	87.5	84.0	4.0	82.0					640.6	31541.9
Pumpoff #53	8/24/2023	419.9	410.9	-2.2	132.1	130.0	1.6	127.8	139.0	130.0	6.5	127.6	104.8	104.0	0.8	101.9			Ļ]		357.3	31899.2
Residual Tank	8/25/2023				136.3	135.0	1.0	129.5	<b>└───</b> ′	<b>└───</b> ′	⊢	┝──						<b></b>	⊢	<b>└───</b> ′	129.5	32028.7
Pumpoff #54	9/28/2023	639.3	637.7	-0.3	142.2	135.0	5.1	133.0	146.4	135.0	7.8	133.0	151.5	150.0	1.0	147.6				1 '		
D	9/29/2023	F70.4	c 22 4		167.8	165.0	1.7	162.7	142.7	140.0	1.0	400 5	ļl	<sup> </sup>					–	└───	576.3	32605.0
Pumpoff #55	10/24/2023	579.1	577.4	-0.3	149.6	135.0	9.8	133.3	142.7	140.0	1.9	138.3								1 '	474.1	22070 4
Pumpoff #56	10/25/2023 11/30/2023	719.9	715.7	-0.6	150.4 145.6	130.0 145.0	13.6 0.4	128.4 143.7	79.9 151.1	75.0 150.0	6.1 0.7	74.1 148.4	┢────┦	┢────┤	-				$\vdash$	<u> </u>	474.1	33079.1
- ump011 #50	12/1/2023	/13.9	/ 13./	-0.0	145.6	145.0	0.4	143.7	151.1 142.5	135.0	5.3	148.4								1 '	574.7	33653.8
	12/1/2023	544.9	542.2	-0.5	134.4	130.0	3.3	129.5	142.3	120.0	3.4		┢───┤		-		-		+		5	55555.0
Pumpoff #57-	12/15/2023			5.5	140.6	140.0	0.4	137.0												1 '		ł
58	2/6/2024	763.6	762.7	-0.1	139.1	140.0	-0.6	138.8	136.2	135.0	0.9	133.8	154.3	154.0	0.2	152.3				1 '		ł
	2/7/2024				145.7	145.0	0.5	142.4	149.9	148.0	1.3	145.2	134.0	132.0	1.5	129.4			LI	L '	1227.5	34881.3
Pumpoff #59	3/11/2024	857.2	849.2	-0.9	151.4	149.0	1.6	147.0	150.1	147.9	1.5		149.2	150.0	-0.5					i		
	3/12/2024				152.2	149.0	2.1	147.2	127.4	125.6	1.4	124.1									711.5	35592.8
Pumpoff #60	4/9/2024	565.1	562.3	-0.5	121.9	121.9	0.0	119.9	120.4	120.4	0.0	119.7	143.4	140.0	2.4	137.7				i		i
	4/16/2024				134.0	132.6	1.0	130.4	<b>└───</b> ′	<b>└───</b> ′	⊢	┝──						<b></b>	⊢	<b>└───</b> ′	507.7	36100.5
Pumpoff #61-	5/29/2024	840.8	837.8	-0.4	140.2	140.0	0.1	137.9	152.0	152.0	0.0	149.0	148.0	150.0	-1.4	147.5				1 '		ł
62	5/30/1934	306.0	304.6	-0.5	159.3	159.0	0.2	155.7	149.5	152.0	-1.7	150.1								1 '	070.1	27070 6
	5/31/2024	<u> </u>	}	<u> </u>	143.0	143.0	0.0	140.2	90.8	90.8	0.0	89.7	<b>∤</b> ∤	┟╴╴╴╴╴┦	<b>⊢</b>				┢┦	⊦'	970.1	37070.6
Residual Tank	5/10/2024	910.3	011.0	0.5	83.9	88.2	-5.1	84.0	147.2	140.0	0.5	140 5	───┤						⊢┛	<u> </u>	84.0	37154.6
Pumpoff #63	7/10/2024 7/11/2024	816.2	811.8	-0.5	146.8	145.0	1.2	142.7	147.2 153.4	148.0 150.0	-0.5 2.2	146.5 148.2	136.6	135.0	1 2	133.0				1 '	722.1	27076 7
				1	154.6	154.0	0.4	151.7		120.0	2.Z	148.2	130.0	133.0	1.2	133.0		,	1		722.1	37876.7
Pumpoff #64		656 6	656 1	-0.1	1/16 /	1/12 0	2.2	140 5	1/6 5	146 5	0.0	1/12 2	1	1 1					1		1 1	
Pumpoff #64	8/14/2024 8/15/2024	656.6	656.1	-0.1	146.4 152.2	143.0 145.0	2.3 4.7	140.5 142.4	146.5 164.1	146.5 164.1	0.0 0.0	143.3 161.2									587.4	38464.1

# **Oil Tally Contd.**

					Truck 1				Truck 2				Truck 3				Truck 4					Running
Oil Tally	Date	Total Fluid	Total Fluid		Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total	Total
		Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	Net	Net
		by	Tank Strap		NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana			NRC Frac	Acadiana				
		Legends	by NRC	Diff	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Oil	Oil
		(bbl)	(bbl)		(bbl)	(bbl)		(bbl)	(bbl)	(bbl)												
Pumpoff #65	9/17/2024	537.3	535.5	-0.3	127.3	126.0	1.0	124.1														
	9/20/2024				127.7	125.0	2.1	123.2	118.8	119.0	-0.2	117.3	130.5	124.0	5.0	122.2					486.8	38950.9
Pumpoff #66	10/22/2024	827.0	821.1	-0.7	143.7	140.0	2.6	139.4	150.2	148.1	1.4	146.0	159.6	159.0	0.4	156.6						
	10/23/2024				157.3	157.0	0.2	154.6	141.4	141.0	0.3	138.9									735.5	39686.4

	1			Truck 1	Truck 2	Truck 3	Truck 4			
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap at Port Fourchon	From Frac Tank	to Acadiana NRC	to Acadiana	to Acadiana NRC	to Acadiana NRC	left in	From Trucks,	
		by NRC	Using Strap Measurement	Frac Strap	NRC Frac Strap	Frac Strap	Frac Strap	Frac Tanks	Residual & Decant	%
	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pump Off #1	4/26/2019	215.7	0.0	(661)	(661)	(661)	(661)	(001)	(661)	Dill
and on a	5/6/2019	21017	010	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019	223.5	15.6							
·	5/8/2019			101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019	331.2	0.0							
	5/16/2019			103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019	905.5	32.5	139.4	138.7	0.0	0.0		310.6	
	6/20/2019			137.7	140.7	140.6	144.1		563.1	
	6/21/2019			48.5	0.0	0.0	0.0	0.6	49.1	
	PO4: Total								922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3	139.2	142.7	146.0	120.0		281.9	
	8/1/2019 8/2/2019			139.1 99.8	140.7 101.0	146.0	138.0	45.2	563.8 246.0	-0.7
	PO5: Total			99.8	101.0			45.2	1188.0	-0.7
Pump Off #6	8/26/2019	874.6	56.8	141.7	140.3	141.5			480.3	1
Tump on #0	8/27/2019	074.0	*	140.5	137.2	61.3		57.9	396.9	
	PO6: Total							*	877.2	0.3
Pump Off #7	9/23/2019	880.4	41.3	138.0	144.3	142.6			466.2	
	9/24/2019		*	144.4	143.7	55.3		55.3	398.7	
	P07: Total							*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2						27.2	
	10/22/2019			143.9	154.3	144.0			442.2	
	10/23/2019			137.7	130.0				267.7	<b></b>
Residual Tank	10/23/2019	205.1	53.5			125.4		66.4	245.3	
	PO8: Total								982.4	-1.0
Pump Off #9	11/19/2019	757.0	32.0	142.3	143.8	145.3			463.4	
	11/20/2019 PO9: Total	757.8		145.6	92.1			55.6	293.3 756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4	142.0	71.4	146.4			393.2	-0.1
Fullip Oli #10	12/17/2019	542.0	55.4	142.0	144.3	140.4	47.4	73.9	556.0	
	PO10: Total			140.4	144.5	144.0	47.4	75.5	949.2	0.7
Pump Off #11	1/9/2020	691.0	39.2	128.7	128.0	129.8		72.7	498.4	
•	1/10/2020			79.4	92.6				172.0	
Residual Tank	1/8/2020	307.0	81.5	141.9				121.7	345.1	<b> </b>
	PO11: Total								1015.5	1.8
Pumpoff #12	2/11/2020	722.5	49.1	420.0	102.4	00.0			49.1	
	2/12/2020 2/13/2020		2.7 3.9	120.8 149.5	102.1 114.2	99.0		87.5	324.6 355.1	
	PO12: Total		5.5	145.5	114.2			*	728.8	0.9
Residual tank	2/17/2020	265.8	93.6	108.2					201.8	·
	2/18/2020		23.5					121.7	145.2	
	Resid Total								347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6		420.2				39.6	
	3/12/2020 3/13/2020		2.8	114.5 93.6	138.3 120.0			63.7	255.6 277.3	
	PO13: Total			55.0	120.0			03.7	572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1						55.1	
	4/16/2020			147.2	145.2	148			440.4	
	4/17/2020			144.9	144.1	87.4		65.4	441.8	
Residual tank	PO14:Total 4/13/2020	244.1	67.6	-+	<b> </b> -	<b> </b> -		<b> </b>	937.3 67.6	0.9
NESIGUAI (ANK	4/13/2020 4/14/2020	244.1	07.0	149.9				26.6	67.6 176.5	1
	., 17, 2020			145.5				20.0	244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3						18.3	1
	5/7/2020		1.2	150.3	148.0	145.2			444.7	1
	5/8/2020			147.2	131.7			40.0	318.9	
Pumpoff #16	PO15: Total 5/27/2020	583.3	25.3						781.9 25.3	-0.2
Fullboll #10	5/27/2020	303.3	23.5	142.1					25.3 142.1	1
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
	PO16: Total								583.3	0.0
Residual tank	5/27/2020		67.2				<b></b>	153.6		
Pumpoff #17	7/8/2020	956.3	23.6			445.5			23.6	1
	7/9/2020		2.4	149.1 150.7	148.8 137.1	149.2		62.2	449.5	
	7/10/2020 PO17: Total			150.7	137.1	119.9		63.3	471 944.1	-1.3
Pumpoff #18	7/22/2020	642.6	14.3	1					544.1	1.5
	7/27/2020	-	-	129.9	140.6	138.2	139.8	0.0		1
	7/28/2020		13.6	66.0		L		L	642.4	0.0
Residual Tank	7/22/2020	299.6	67.2					o	205.5	
Dump off #10	7/28/2020	996.4	31.3	113.0	125 5			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
	51 -1 2020	292.6	102.9			100.0	134.0	189.7	189.7	+

### **Total Fluid Reconciliation Contd.**

				Truck 1	Truck 2	Truck 3	Truck 4	1		
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
		by NRC	Measurement	Frac Strap	Frac Strap	Frac Strap	Frac Strap	Tanks	Decant	%
D	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pumpoff #20	9/29/2020 9/30/2020	450.9	52.9	144.0 85.7	143.5			24.8	450.9	0.0
Residual Tank	9/30/2020	273.2	116.1	85.7	+	<u> </u>			/ł	
Residual failk	10/1/2020	275.2	2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020	610.1	14.0	139.0	145.3			17.5	27012	0.0
i dilipoli il 22	10/16/2020	01011	2.110	147.2	136.0			28.6	610.1	0.0
Residual Tank	10/14/2020	293.4	111.8					49.5	293.4	0.0
	10/15/2020		132.1							
Pumpoff #22	11/16/2020	673.2	68.7	146.5	143.4	146.4				
	11/17/2020		2.7	133.2				32.3	673.2	0.0
Pumpoff #23	12/30/2020	784.3	30.3	146.1	146.8	145.2				
	12/31/2020			145.3	113.9			56.7	784.3	0.0
	1/27/2021	663.9	23.3							
Pumpoff #24	1/28/2021			140.2	450 7			co -	o	
Desidual Tank	2/19/2021	164.9	<u>11.8</u> 31.1	146.0	150.7	115.3		68.5	655.8	-1.2
Residual Tank	2/20/2021	164.8 738.1	26.1	100.9				32.8	164.8	0.0
Pumpoff # 25	3/3/2021 3/8/2021	/38.1	5.7	144.6	146.5	146.0				
	3/9/2021		5.7	144.0	77.3	140.0		47.8	738.1	0.0
Pumpoff # 26-27	4/1/2021	1016.9	73.8	1-7-9.1	,,,,			-7.0	, 33.1	0.0
	4/20/2021	1010.3	60.2						1	
	4/21/2021		0012	143.7	142.6					
	4/22/2021		6.4	123.5	146.4	144.1		62.2	1014.3	
	4/23/2021			111.4						-0.3
Residual Tank	4/21/2021	216.9	9.4	132.5				23.8		
	4/22/2021		18.2							
	4/23/2021		32.6						216.5	-0.2
Pumpoff #28	5/26/2021	706.1	72.5							
	5/27/2021			144.5	141.4	143.3				
	5/28/2021			81.1	88.7			34.6	706.1	0.0
Pumpoff #29	7/14/2021									
	7/15/2021	631.7	81.4	114.7	150.8	119.8	155.3	9.7	631.7	0.0
Residual Tank	7/16/2021	371.2	219.1						371.2	0.0
Dumm off #20	7/21/2021	750.2	152.1 20.4							
Pumpoff #30	8/4/2021 8/5/2021	750.2	20.4	115.3	112.6	106.8				
	8/6/2021			118.5	112.0	124.3		33.9	750.2	0.0
Pumpoff #31	9/22/2021	598.4	16.7	11010	110.11	12.110		55.5	75012	0.0
	9/23/2021			145.6	142.9					
	9/24/2021		28.2	126.3	138.7				598.4	0.0
Pumpoff #32	11/3/2021	937.1	31.7	147.8	148.7					
	11/4/2021			152.5	154.6					
	11/5/2021			150.2						
	11/9/2021			118.8				32.0	936.3	-0.1
Pumpoff #33	11/29/2021	786.2	56.0							
	11/30/2021			142.9	144.0	149.6				
Duran of the t	12/1/2021	670.0	407.4	141.5	130.9			21.3	786.2	0.0
Pumpoff #34	1/5/2022	673.8	107.1	140.0	144.0	152.3			1	
	1/6/2022 1/7/2022			149.6 86.4	144.0	152.3		34.2	673.6	-0.6
Pumpoff #35	2/8/2022	551.9	6.2	00.+				8.3	555.4	0.0
. απροτι <del>π</del> 55	2/15/2022	331.3	9.3	1				0.5	555.4	
	2/15/2022		5.5	144.1	140.2				1	
	2/17/2022			125.5	121.8				1	0.6
Residual Tank	2/8/2022	207.1	104.8		t	1	I		/t	
	2/17/2022		1.5	94.0				6.8	207.1	0.0
Pumpoff #36	2/21/2022	678.5		1					i — — İ	
	3/18/2022		54.9	1					1	
	3/23/2022		3.1	152.5	152.7			31.6	700.4	
	3/24/2022			148	157.6	<b> </b>	<b> </b>		<u>-</u>	3.1
Residual Tank	3/18/2022	27.7	27.7					0	27.7	0.0
Pumpoff #37	4/6/2022	868.2	22.2	1					1	
	4/22/2022		22.9	4.5	454.5	455.2			1 1	
	5/4/2022 5/6/2022		2.8	146 145.7	151.5 127.3	156.2 70.4		46.2	869.0	0.1
Pumpoff #38	5/6/2022	674		145.7	127.3	70.4	ł	40.2	0.500	0.1
rumpon #30	J/ 1J/ ZUZZ	0/4	69.2	1					1	
				1	1	1		1	( L	
-	5/31/2022			145.2	150 3				۱ I	1 1
	5/31/2022 6/1/2022		3.9	145.2 140.2	150.3 136.6			28.6	674.0	0.0
Pumpoff #39	5/31/2022 6/1/2022 6/2/2022	538.3		145.2 140.2	150.3 136.6			28.6	674.0	0.0
Pumpoff #39	5/31/2022 6/1/2022	538.3	3.9					28.6	674.0	0.0

### **Total Fluid Reconciliation Contd.**

				Truck 1	Truck 2	Truck 3	Truck 4	1		
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
		by NRC	Measurement	Frac Strap	Frac Strap	Frac Strap	Frac Strap	Tanks	Decant	%
	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pumpoff #40	7/27/2022	702.1	15.4	(551)	(001)	(661)	(667)	(001)	(661)	DIII
Fullipoli #40	7/28/2022	702.1	13.4	139.1	144.9	135.9				
	7/29/2022			141.8	86.8	133.9		38.2	702.1	0.0
Pumpoff #41	8/25/2022	459.8	36.5	141.0	80.8			30.2	702.1	0.0
Pumpon #41	8/25/2022	459.6	50.5	140.0						
	8/26/2022 8/29/2022			149.6	106.2			17 5	450.9	0.0
D		562.0	46.6	149.9	106.3			17.5	459.8	0.0
Pumpoff #42	9/5/2022	563.9	16.6							
	9/20/2022			151.5	450 7	75.0				
	9/21/2022			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	581.8	19.5							
	10/26/2022			143.8	145.6					
	10/27/2022			146.6	83.9			42.6	582.0	0.0
Pumpoff #44	11/5/2022	580.2	15.2							
	11/22/2022			138.3	132.4					
	11/23/2022			148.0	133.2			18.2	585.3	0.9
Pumpoff #45	12/3/2022	621.7	18.5							
	12/20/2022			144.9	150.3	149.5				
	12/21/2022			145.7				12.8	621.7	0.0
Residual Tank	12/21/2022	209.5	135.2	62.5	t			11.8	209.5	0.0
Pumpoff #46	1/7/2023	709.7	37.6							
	1/26/2023			137.9	132.9	124.3				
	1/27/2023			135.2	102.5	12.110		39.3	709.7	0.0
Pumpoff #47	2/2/2023	578.6	43.4	10012	102.10			0010	, 0011	0.0
	2/23/2023	570.0	43.4	110.7	145.7					
	2/23/2023		2.7	139.8	143.7			14.0	578.6	0.0
Pumpoff #48	3/8/2023	607.8	22.5	139.8	122.5			14.0	578.0	0.0
Pumpon #46		007.8		141.0	126 7					
	3/28/2023		2.0	141.8	136.7			10.2	607.0	0.0
	3/29/2023	647.4	45.5	149.1	136.4			19.3	607.8	0.0
Pumpoff #49	4/10/2023	647.4	15.5							
	5/10/2023			147.2	157.3					
	5/11/2023			150.8	155.7			20.9	647.4	0.0
Pumpoff #50	5/21/2023	740.4	12.9							
	6/6/2023			141.3	155.4	152.3				
	6/7/2023			147.2	101.7			29.6	740.4	0.0
Pumpoff #51	6/13/2023	545.6	18.5							
	6/22/2023			134.4	143.5					
	6/23/2023			143.7	78.8			26.7	545.6	0.0
Pumpoff #52	7/21/2023	740.4	14.4							
	8/3/2023			141.8	147.6					
	8/4/2023			148.0	148.3	87.5		52.8	740.4	0.0
Pumpoff #53	8/12/2023	410.9	16							
	8/24/2023			132.1	139.0	104.8		19.0	410.9	0.0
Residual Tank	8/25/2023	216.1	38.5	136.3	Γ		[	41.3	216.1	0.0
Pumpoff #54	9/13/2023	637.7	8.1	1						
	9/28/2023			142.2	146.4	151.5				
	9/29/2023			167.8				21.7	637.7	0.0
Pumpoff #55	10/10/2023	577.4	39.1	1	1	1				
	10/24/2023	3.7.4	55.1	149.6	142.7					
	10/25/2023		0.4	149.0	79.9			15.3	577.4	0.0
Pumpoff #56	11/9/2023	715.7	107.6	130.4	15.5			10.0	577.4	0.0
amport #50		, 13.1	107.0	145.6	151 1					
	11/30/2023				151.1			17.0	715 7	0.0
	12/1/2023			151.1	142.5			17.8	715.7	0.0
Pumpoff #57-58	12/6/2023	542.2	14.8							
	12/14/2023			134.4	124.2					
	12/15/2023			140.6				5.3		
	1/15/2024	762.7	17.9							
	2/6/2024		1.1	139.1	136.2	154.3				
	2/7/2024		3.8	145.7	149.9	134.0		3.6	1304.9	0.0
Residual Tank	12/13/2024	288.7	92.4	Т	Г		[	196.3		
	2/5/2024	208.3	92.8	1				115.5	497.0	0.0
Pumpoff #59	3/1/2024	849.2	102.8	1						5.0
1 amport #33	3/11/2024	0-9.2	8.4	151.4	150.1	149.2				
	3/11/2024 3/12/2024		0.4	151.4	127.4	149.2		7.8	849.3	0.0
				1577	127.4			• / X	8/19 3	

### **Total Fluid Reconciliation Contd.**

				Truck 1	Truck 2	Truck 3	Truck 4			
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
		by NRC	Measurement	Frac Strap	Frac Strap	Frac Strap	Frac Strap	Tanks	Decant	%
	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pumpoff #60	4/8/2024	562.3	32.6							
	4/9/2024			121.9	120.4	143.4				
L	4/16/2024		3.1	134.0	L		L	6.9	562.3	0.0
Residual Tank	4/8/2024	312.0	75.7	T						
	4/16/2024		101.0					135.3	312.0	0.0
Pumpoff #61-62	5/28/2024	1142.4	90.4							
	5/29/2024		51.6	140.2	152.0	148.0				
	5/30/2024			159.3	149.5					
L	5/31/2024			143.0	90.8		L	17.6	1142.4	0.0
Residual Tank	5/10/2024	157.3	73.4	83.9					157.3	0.0
Pumpoff #63	7/9/2024	811.8	57.5							
	7/10/2024			146.8	147.2					
	7/11/2024			154.6	153.4	136.6		15.7	811.8	0.0
Residual Tank	7/9/2024	42.1	42.1	[				0.0	42.1	0.0
Pumpoff #64	8/13/2024	656.1	37.8							
	8/14/2024			146.4	146.5					
	8/15/2024			152.2	164.1			9.1	656.1	0.0
Pumpoff #65	9/17/2024	535.5	29.9	127.3						
	9/20/2024			127.7	118.8	130.5		1.3	535.5	0.0
Residual Tank	9/16/2024	268.9	101.7	T	[ <b></b>	<b></b>	[ <b></b>			
	9/17/2024		81.2					86.0	268.9	0.0
Pumpoff #66	10/21/2024	821.1	54.8							
	10/22/2024			143.7	150.2	159.6				
	10/23/2024			157.3	141.4			14.1	821.1	0.0

## **Barrels of Oil Collected Daily**

	De			Conce	icu L	any			
	Total Net RR								
					Collection	Oil	Collection Rate		on Rate
		Start Time	5 15 1	End Time	Duration	Collected	Of Oil		Oil
	Start Date	(hrs)	End Date	(hrs)	(Days)	(bbl)	(bbl/day)	(gallor	
Collection Duration for 1st Trip	4/12/2019	00:00	4/23/2019	01:05	11.0	187.4	17.0	715.7	gallons/day
Collection Duration for 2nd Trip	4/23/2019	01:05	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	01:40	37.4	983.7	26.3	1104.7	gallons/day
Collection Duration for 6th Trip	7/21/2019	01:40	8/18/2019	03:15	28.6	757.2	26.5	1112.0	gallons/day
Collection Duration for 7th Trip	8/18/2019	03:15	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	01:05	31.6	659.1	20.8*	875.5	gallons/day
Collection Duration for 10th Trip	11/10/2019	01:05	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	02:00	31.3	456.4	14.6	612.4	gallons/day
Collection Duration for 14th Trip	3/2/2020	02:00	4/2/2020	01:15	31.0	798.4	25.8	1081.7	gallons/day
Collection Duration for 15th Trip	4/2/2020	01:15	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	06:00	33.6	785.5	23.4	982.8	gallons/day
Collection Duration for 20th Trip	8/15/2020	06:00	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	09:15	29.8	517.5	17.4	730.8	gallons/day
Collection Duration for 25th Trip	1/9/2021	09:15	2/21/2021	11:30	43.1	624.7	14.5	609.0	gallons/day
Collection Duration for 26th Trip	2/21/2021	11:30	3/15/2021	22:25	22.4	-	-		-
Collection Duration for 27th Trip	3/15/2021	22:25	4/8/2021	12:35	23.6	-	-		-
Collection Duration for 26-27th	2/21/2021	11:30	4/8/2021	12:35	46.0	792.8	17.2	722.4	gallons/day
Trip Collection Duration for 28th Trip	4/8/2021	12:35	5/14/2021	12:14	36.0	565.2	15.7	659.4	gallons/day
Collection Duration for 29th Trip	5/14/2021	12:35	6/11/2021	12:14	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	05:40	43.7		-	- 000.0	gallons/day
Collection Duration for 32nd Trip	9/4/2021	05:40	10/5/2021	15:30	31.4				gallons/day
Collection Duration for 31-32nd	5/4/2021	05.40		15.50	51.4	-	-	-	
Trip	7/22/2021	13:38	10/5/2021	15:30	75.1	1371.7	18.3	768.6	gallons/day
Collection Duration for 33rd Trip	10/5/2021	15:30	11/13/2021	22:29	39.3	688.0	17.5	735.0	gallons/day
Collection Duration for 34th Trip	11/13/2021	22:29	12/14/2022	13:20	30.6	518.5	16.9	709.8	gallons/day
Collection Duration for 35th Trip	12/14/2022	13:20	1/13/2022	23:30	30.4	513.5	16.9	709.8	gallons/day
Collection Duration for 36th Trip	1/13/2022	23:30	2/18/2022	17:25	35.8	578.9	16.2	680.4	gallons/day
Collection Duration for 37th Trip	2/18/2022	17:25	4/4/2022	17:56	45.0	768.5	17.1	718.2	gallons/day
Collection Duration for 38th Trip	4/4/2022	17:56	5/11/2022	16:43	36.9	547.6	14.8	621.6	gallons/day
Collection Duration for 39th Trip	5/11/2022	16:43	6/7/2022		26.9	455.1	16.9	709.8	gallons/day
Collection Duration for 40th Trip	6/7/2022	15:50	7/14/2022	05:15	36.6	619.2	16.9	709.8	gallons/day
Collection Duration for 41st Trip	7/14/2022	05:15	8/5/2022	01:45	21.9	387.6	17.7	743.4	gallons/day
Collection Duration for 42nd Trip	8/5/2022	01:45	9/2/2022	14:35	28.5	514.9	18.1	760.2	gallons/day
Collection Duration for 43rd Trip	9/2/2022	14:35	10/1/2022	18:16	29.2	498.6	17.1	718.2	gallons/day
Collection Duration for 44th Trip	10/1/2022	18:16	11/2/2022	10:40	31.7	530.2	16.7	701.4	gallons/day
Collection Duration for 45th Trip	11/2/2022	10:40	12/2/2022	02:09	29.6	549.0	18.5	777.0	gallons/day
Collection Duration for 46th Trip	12/2/2022	02:09	1/5/2023	03:27	34.1	618.4	18.1	760.2	gallons/day
Collection Duration for 47th Trip	1/5/2023	03:27	1/31/2023	15:01	26.5	495.2	18.7	785.4	gallons/day
		33.27	-, 3 -, 2023	10.01	20.5				
		15:01	3/5/2023	14:26	32.9	546.0	16.6	697.2	gallons/day
Collection Duration for 48th Trip Collection Duration for 49th Trip	1/31/2023 3/5/2023	15:01 14:26	3/5/2023 4/7/2023	14:26 17:47	32.9 33.1	546.0 592.2	16.6 17.9	697.2 751.8	gallons/day gallons/day

	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)	of	on Rate Oil n/day)
Collection Duration for 51st Trip	5/14/2023	05:36	6/10/2023	14:30	27.4	481.8	17.6	739.2	gallons/day
Collection Duration for 52nd Trip	6/10/2023	14:30	7/19/2023	20:38	39.3	640.6	16.3	684.6	gallons/day
Collection Duration for 53rd Trip	7/19/2023	20:38	8/10/2023	00:15	21.2	357.3	16.9	709.8	gallons/day
Collection Duration for 54th Trip	8/10/2023	00:15	9/10/2023	23:55	32.0	576.3	18.0	756.0	gallons/day
Collection Duration for 55th Trip	9/10/2023	23:55	10/8/2023	14:38	27.6	474.1	17.2	722.4	gallons/day
Collection Duration for 56th Trip	10/8/2023	14:38	11/8/2023	00:22	30.4	574.7	18.9	793.8	gallons/day
Collection Duration for 57th Trip	11/8/2023	00:22	12/4/2023	13:38	26.5				gallons/day
Collection Duration for 58th Trip	12/4/2023	13:38	1/13/2024	22:53	40.4		1		gallons/day
Collection Duration for 57-58th Trip	11/8/2023	00:22	1/13/2024	22:53	66.9	1227.5	18.3	768.6	gallons/day
Collection Duration for 59th Trip	1/13/2024	22:53	2/22/2024	06:50	39.3	711.5	18.1	760.2	gallons/day
Collection Duration for 60th Trip	2/22/2024	06:50	3/20/2024	19:59	27.5	507.7	18.5	777.0	gallons/day
Collection Duration for 61st Trip	3/20/2024	19:59	5/1/2024	01:31	41.2				gallons/day
Collection Duration for 62nd Trip	5/1/2024	01:31	5/13/2024	09:32	12.3	1	-		gallons/day
Collection Duration for 61-62nd Trip	3/20/2024	19:59	5/13/2024	09:32	53.5	970.1	18.1	760.2	gallons/day
Collection Duration for 63rd Trip	5/13/2024	09:32	6/22/2024	10:58	40.1	722.1	18.0	756.0	gallons/day
Collection Duration for 64th Trip	6/22/2024	10:58	7/26/2024	08:34	33.9	587.4	17.3	726.6	gallons/day
Collection Duration for 65th Trip	7/26/2024	08:34	8/25/2024	07:22	30.0	486.8	16.2	680.4	gallons/day
Collection Duration for 66th Trip	8/25/2024	07:22	10/11/2024	22:32	47.6	735.5	15.5	651.0	gallons/day

### **Barrels of Oil Collected Daily Contd.**

### **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)	of	on Rate Oil n/day)
Average collection to date less residual tank	4/12/2019	00:00	10/11/2024	22:32	2009.8	38,249.5	19.0	798.0	gallons/day
Total Collection to date	4/12/2019	00:00	10/11/2024	22:32	2009.8	39,686.4	19.7	827.4	gallons/day

## **Totals from Pumpoff 1-66**

	Bbl	Gal
Net Oil collected	39,686.4	1,666,828.8
Total Oily fluids collected:	44,522.0	1,869,924.0

# Appendix 1

# MC20 Product Removal and Transportation with Completed Documentation





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

Date: 10-13-24

Time Transfer Ended: \_\_\_\_\_

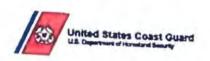
	Column A Column B		Column C	Column D	Column E	
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100	
Tank 1	0	1827- 407.6	273.2	213.2		
Tank 2	0	STOR- 419.4	282.5	282.5		
Tank 3	0		265.4	265.4		
Total	0	827.0	821.1	821.1	- 0.7	

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

Sign-off by: USCG Rep Couvillion Rep Legends Rep NRC Rep

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

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

Date: 10-21-24

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

Time Measurements begin after Vessel Offloading in hours:

	Column A	Column B	Column C	Column D
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Today's Interim Tank Strap Measurement bbl	Tank Strap Measurement after Decanting bbl	Oily Water Mixture Volume Column (B-C) bbl
Tank 1	273.2	273.2	230.4	42.8
Tank 2	282.5	282.5	275.2	1.3
Tank 3	265.4	265.4	240.7	4.7
Total	821.1	821.1	766.3	54.8

Sign-off by: USCG Rep (optional)			
Couvillion Rep			
NRC Rep			

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

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

Date: 10-21-24

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1	273.2	230.4	42.8
Tank 2	202.5	275.2	7.3
Tank 3	265.4	260.7	4.7

### **Residual Volume left in Tanks**

	Strap Measurement bbl
Tank I	230.4
Tank 2	275.2
Tank 3	260.7

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

Couvillion Rep Signed Name

NRC Rep

Signed Name

кер



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





### **Attachment C: WASTE MANAGEMENT TRACKING FORM**

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 10-22-24

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)
	Aoc	2001-04	10/22	Aac	143.7		
2	AOL	1001.03		gou	150.2		
3	ACC	2001-01	10/22	AOU	159.6		
		Total V	olumes Shi	pped by Gallons/bbls			

End of Shipments date:\_

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

 Couvillion Rep
 Signed Name:

 NRC Rep
 Signed Name:

 Doc #: Couv-O&M-Doc-00004
 Page 9 of 15

Couv-MC20-O&M-RPT-DOC-00090





### Attachment C: WASTE MANAGEMENT TRACKING FORM <u>Residual Frac Tank Bottoms</u>

Date: 10-22-24

**Residual Volume left in Tanks** 

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	230.4
Tank 2	171
Tank 3	5.3

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

Couvillion Rep Signed Name:

NRC Rep



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

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### Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 10-23-24

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer ( bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
4	Aoc	200-03	10/23	Aac	157.3		
6	AOL	200101	10/23	Aoc	41.4		
			-				
		Total V	olumes Shi	ipped by Gallons/bbls			

Page 9 of 15

End of Shipments date:\_\_

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

Couvillion Rep Signed Name:

NRC Rep

Signed Name:

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

Couv-MC20-O&M-RPT-DOC-00090

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### Attachment C: WASTE MANAGEMENT TRACKING FORM <u>Residual Frac Tank Bottoms</u>

Date: 10.23-24

**Residual Volume left in Tanks** 

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	4.4
Tank 2	44
Tank 3	5.3

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

Couvillion Rep Signed Nam

NRC Rep

Signed Name: Signed Name:

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

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### Attachment C: WASTE MANAGEMENT TRACKING FORM <u>Transportation Tracking of Petroleum Contaminated Solids</u>

Manifest Number	Transporter	Shipment Date	Receiving Facility	Manifested Volume (Yard)	Scaled Weight (Lb)	Comments (Box Numbers, etc.)
	N	0	stids			
					_	

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

Couvillion Rep

Signed Name:

NRC Rep

Signed Name:

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

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STRAIGHT BILL OF LADING – SHORT F NOTICE: Shippers of hazardous materials must enter 24-ho response telephone number under "Emergency Response P	UP emergency	Date	0-22-24		ling No	
Original—Not Negotiable	Acadiana O (Name of Ca	1 Compa	n		lo	
TO: Consignee Acadiana Q1 Company	[Name of Ca	FROM: Shipper	Convillion Do	ch		
Street 1825 River Rd		Street	SSY Rudley		Rd	
	Code 70842	Origin		Zip Co	de 7035	7
	cle No. 2001-04		SCAC	Emer	gency Respo e Number	000 255 - 3924
No. Shipping +HM Kind of Packaging, Description of Articles		packaged as to ensu	re safe transportation with	Weight (Subject to Correction)*	Rate or (	
143.7 K IN MUT Petrolum				78,000		
	43.76	551	-			
*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading c.O.D. TO; state whether weight is "carrier's or shipper's weight"		0.D. nt. \$	C D.D. FEE: PREPAID [] COLLECT []	\$	TOTAL CHARGES:	\$
Note-Where the rate is dependent on value, shippers are require state specifically in writing the agreed or declared value of the prop The agreed or declared value of the property is hereby specifically st by the shipper to be not exceeding \$ per	erty. recourse on the cons	signor, the consig	if this shipment is to be o nor shall sign the followin f this shipment without	g statement.	0	FREIGHT CHARGES Check Appropriate Box: Freight prepaid Collect
RECEIVED, subject to the classifications and lawfully filed taniffs and condition of contents of packages unknown), marked, consigned, or corporation in possession of the property under the contract) agree destination. It is mutually agreed as to each carrier of all or any of, erty, that every service to be performed hereunder shall be subject to the date hereof, if this is a rail or a railwater shipment or [2] in the the terms and conditions of the said bill of lading, set forth in the cl shipper and accepted for himself and his assigns.	and destined as indicated ab es to carry to its usual place said property over all or any all the terms and conditions applicable motor carrier cla	ove which said ca e of delivery at sa y portion of said r s of the Uniform assistation or tand	annen (the word carnier b iid destination, if on its r oute to destination and a Domestic Straight Bill of f, if this is a motor car	eing understood thro bute, otherwise to d is to each party at a Lading set forth (1) rier shipment. Shipm	oughout this co eliver to anothi any time intere in Uniform Fre er bereby cert	vider, except as noted (contents ontract as meaning any person er carrier on the route to said sted in all or any of said prop- opt Dassifications in effect on the that be is familiar with all
Mark with "RG" if appropriate to designate Hazardous Materials as defined in Transportation Regulations governing the transportation of hazardous materials an optional method for identifying hazardous materials on Bills of Lading per 17: Code of Federal Regulations Also when shipping hazardous materials, the shipping prescribed in section 172 204(a) of the Federal Regulations, as indicated on the unless a specific exception from the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the requirement is provided in the Regulation for the Regulation for the Regulation for the Regulation for the Regulation for the Regulation for the Regulation for the Regulation for	The use of this column is pa 2 201(a)(1) (iii) of Title 49 17 er's certification statement tio e Bill of Lading does apply. Pro	ny interpretation of i 72. Subpart C-Shippi ins 172 201 (Hazar	t of hazardous item list is thi requirements as described in ng Papers. Such description i dous. Materiai Table) and Se , hazardous. class, UN identi s)	49 Code of Federal Re- consists of the following ctions 172 202 and 1	per Sec- 72 203 may	e: Liability limitation for loss damage in this shipment / be applicable. See 49 .ed States Code. Sections 706(c (1)(A) and (B).

markous Most of the above hand materials are propeny classified, packaged, markous Most OSM RP In DOG-00090 on for transportation according to the applicable regulations of the U.S. Department of Transportation.

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

#### ACADIANA OIL & ENVIRONMENTAL

1206 LEMAIRE ST NEW IBERIA, LA 70560 EMERGENCY CONTACT: 985-851-5055

		Correction #: 1			
		LOAD INFORMATION			
Product Type:	UN1267 PETROLEUM				
BOL #:	000001920	Trucked By:	ACADIAN	A OIL & ENVIRONMENTAL	
Ticket #:	000001920104	Accepted Date/Time:	10/22/202	4 07:27	
Split Ticket # w/ #:		Conf #:	COU2-192	20 -	
Commodity:	CRUDE				
		PICK UP INFORMATION	1		
PickUp Account:	Couvillion Group				
PickUp Name:	Fourchon				
PickUp Address:	LA				
Operator:	Couvillion Group				
PickUp #:	FOURCHON	Arrival Date & Tim	a.	10/22/2024 07:27	
Federal PickUp #:	recitorion	Load Time:		00:03	
Legal Description:		Wait Time:		00:00	
	20 684976				
Latitude:	29.681376	Pickup Date & Tim	e.	10/22/2024 07:30	
Longitude:	-91,223946	Loaded Miles:		999	
County, State::	LAFOURCHE, LA				
Wait Time Notes:					
Reject Notes:					
Other Notes:					
		PICK UP			
Load Status:	ACCEPT	Reject Reason:			
Gauge Type:	TRAILER	BS&W(%):	0.02		
TANK:	SWEET	Top Temp:	0		
Tank Capacity:	0.0	Bottom Temp:	0		
Tank BPI:	0.0	Observed Temp:	70		
Top Gauge:	0 ft 0 in 0 in (0.0 in)	Observed Gravity:	26.0		
Bottom Gauge:	0 ft 0 in 0 in (0.0 in)	Corrected Gravity:	25.40		
Est. Gross Barrels:	140.00	Seal Off #:	na		
Est. Net Barrels:	139.38	Seal Off Time:		024 07:28	
Est. GSV:	139.4100	Seal On #:	na	124 01.20	
Bottom Height:	0 ft 0 in 0 in (0.0 in)	Seal On Time:		024 07:29	
ODOMETER:	158849	PRODUCT TYPE:			
ODOMETER.	100043			PETROLEUM CRUDE OIL, 3 PG III	
		DROP OFF INFORMATIO	N		
Drop Off Account:	Shell- Gibson				
Drop Off Name:	Gibson	1			
Operator:	Shell- Gibson	Arrival Date & Tin	ie:	10/22/2024 10:53	
Drop Off #:	8443	Unload Time:		00:41	
Latitude:	29.630859	Wait Time:		00:00	
Longitude:	-90.931788	DropOff Date & Ti	me:	10/22/2024 11:34	
County, State:	TERREBONNE LA				
Wait Time Notes:					
Other Notes:					
		DROP OFF			
Start Meter Reading:	2351902.90		Barrels Div	/d: 140.00	
End Meter Reading:	2352045.70		METER:	158849	
	142.8	0.00		1000.00	
Metered Volume:				DROP OFF	
Metered Volume:	PICK UP			DROP OFF	



#### RUN TICKET LEGAL STATEMENT

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.

Acadiana Cil A Europeanta ...

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		ILL OF LADING - S			Date	10.2	2-24	Bill of	Lading No		2
		f hazardous materials must number under "Emergency			Date _			Shippe			2
		Negotiable	and the second	Acadiana	a Q1 Lompany			Carrie		2	
TO: Consigned	Δ.	adama Q1 (a		(Name c	of Carner) FRO Ship	M:	ullies	Dak		-	
Street		25 Row Rd	whend		Stre			y Bone	al		
Destinatio		xwille	Zip Code	70842	Origi		mone			0357	
Route:		wy 90	Vehicle N		-	SCAC		En	ergency Re	sponse	255-3924
No. Shipping Units	+HM	Kind of Packaging, Description Special Marks and Exce	stown	mmodities requiring sp ig must be so marked y care See Section 2[	ecial or addition and packaged a	is to ensure safe tra	ansportation with	Weight (Subject to Correction)	Rate	or Class	CHARGES
150.2	K	UN 1267 Petrol	um long	4 01	. 00	11.3		75,000			
60)											
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_											
*If the chip	mant mau	es between two ports by a	REMIT		C.O.D.		C.O.D. FEE:		TOTAL		
carrier by v	vater, the l	aw requires that the bill of lading	C.O.D. TO:		Amt. \$		PREPAID C	\$	CHARGES	2 4	
		is "carrier's or shipper's weight".		Subject to Section	1	ditions if this sh		*			EIGHT CHARGES
state spec	fically in w	e is dependent on value, shippe riting the agreed or declared valu	e of the property.	recourse on the o	consignor, the	e consignor shall	sign the followi	ng statement.	5	Check	Appropriate Box
The agreed by the ship	or declar	ed value of the property is hereby not exceeding	specifically stated	The carrier shall charges.	not make di	elivery of this sh	ipment without	payment, of freig	ht and all oth	iei.	reight prepaid
\$	terr an inc.	per				(C	(0)				ollect
BECE	VED suble	ct to the classifications and lawfu	lly filed tariffs in eff	ect on the date of	the issue of 1	this Bill of Lading	re of Consignor)	described above in	apparent goo	d order: exce	ent as noted icontents
and condition or corporation destination erty, that ev the date her the terms a	n of conter in in posse it is mutu ery service reaf, if this nd conditio	its of packages unknown), marke ession of the property under the u- ally agreed as to each carner of to be performed hereunder shall is a rail or a railwater shipmen ns of the said bill of lading, set i	d, consigned, and d contract) agrees to all or any of, said p be subject to all to or (2) in the appli	estined as indicated carry to its usual p property over all or ne terms and condi- cable motor carrier	above which blace of delive any portion tions of the l classification	said carrier (the ry at said destin of said route to Julform Domestic or tariff, if this	e word carrier lation, if on its destination and Straight Bill of is a motor ca	being understood route, otherwise t as to each party Lading set forth rmer shipment St	throughout this o deliver to an at any time in (1) in Uniform hipper hereby	s contract a nother carrier terested in a Freight Clas certifies that	s meaning any person on the notite to said if or any of said prop- sifications in effect on he is familiar with all
		r himself and his assigns.	le se defined in the l	IS Department of	The format	ad content of have	doue stars has a sh	a reconcelular of	marte real concerns	Note Lat 1	he has been been been been been been been bee
Transportation an optional me Code of Feder prescribed in t	Regulations thod for ide al Regulation section 172	nate to designate Hazardous Materia governing the transportation of hazar nutrying hazardous materials on Bills of s Also when shipping hazardous mate 204a) of the Federal Regulations, as	dous materials. The u Lading per 172 2011 mais, the shipper's cer indicated on the Bill o	se of this column is a)(1) (iii) of Title 49 tification statement f Lading does apply.	pany interpret 172, Subpart tions 172 20 Proper shipp	Lation of requireme C-Shipping Papers 11 [Hazardous Mating name, hazardou	nts as described in Such description enal Table) and Si	e responsibility of inc 49 Code of Federal consists of the follow actions 172 202 an afication number, par	Regulations ing per Sec- d 172 203 sking group.	or damage may be a United Stat	ty limitation for loss in this shipment pplicable See 49 ies Code, Sections ](A) and (B)
uniess a speci	ic exception	from the requirement is provided in th	e Hégulation for a part	Icular material	and subsidiar	y class(es)				14700(0(1)	Itel and (b)

This is a cartify that the above named materials are properly classified, packaged, mark COUVEMC20, ORM, RPH, DOC-00090h for transportation according to the applicable regulations of the U.S. Department of Transportation according to the applicable regulations of the U.S. Department of Transportation according to the original according to the applicable regulations of the U.S. Department of Transportation according to the accurate the second according to the accurate regulations of the U.S. Department of Transportation according to the accurate the second according to the accurate regulations of the U.S. Department of Transportation according to the accurate the second according to the accurate regulations of the U.S. Department of Transportation according to the accurate the second accurate the

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ACADIAN	A OIL & ENVIRONME CORPORATION	NIAL	TRAN	SPORT MANIFEST
1206 Lem	aire St. • New Iberia, LA 337-560-5573	70560		ase Run Ticket
MERGENCY S & H	RESPONSE CONTACT	rola		
85-851-5055	Date	1010	~	20 24
operator CA	voillion 1	ease No. C	G	
ease Name	e en pres			
ield Port	Forcher			
A.	OIL LEVEL		&W LEV	TANK
E FEET	INCHES	F	F. INC	CHES TEMP
1st			_	
2nd				
TAN	K NO SIZE		-	
		EST GROSS GALLONS	s	@ °F
	ERIAL NUMBERS	OBSERVED	2	6 @20"F
an 23 5	175 45	GRAVITY	-	TEMPERATURE
N 235	9029	PERCENT BS & W	1%	OF OIL IN TANK °F
LOG NUMBER			GRAVITY TO 60 %	FICE USE ONLY CORR.
	30 AM		151	
			2nd	
TIME DEPARTED	BO PM		GROSS BARRELS	14811
	stal Crube	6/10-001	X	.9859
TEMP. FACTOR	X WFACTOR =	X FACTOR	NET BBL	S.
,9959		859	PERHOP	196.0
3:30	PE			
12:00	TARE C			
12100	NET OS			
I.D.	PROPER	HAZARD	PG	TOTAL
NUMBER	SHIPPING NAME	CLASS		BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	146.02
	Temp . Deduck			0.60
	Bs In Anduck.			1.48
	CERTIFY THAT THE ABO	1	TEDIAL	

"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" COUV-MC20-O&M-RP1-DOC-00090 25 of 63

Shipper: Mike LeBlanc Jr. Date:

STRAIGHT BILL OF LADING - SHORT FO		Date lo - a	22.24	Bill of	_ading No	3
esponse telephone number under "Emergency Response Pho				Shippe	r No	3
Driginal—Not Negotiable	Acadiana (Name of Ca	Oil Compa	ny	Carrier	No	3
TO: Consignee Acadiana OI Company		FROM: Shipper 6	ny Ilion	Pock		
Street 1825 RIVER Rd	•	Street 55	y Adle	y Bin	rd fc	1
Destination Bunch Zip Co	de 70842	Origin		Zip C	ode 703	57
Route: Han 90 Vehicle	2001-01	SCAC		Phor	rgency Resp ne Number	-888-255-5924
No Kind of Packaging, Description of Articles	Commodities requiring special wing must be so marked and p nary care. See Section 2(e) of	hankaned as to ensure safe th	BOSCOFLEGOD WITH	Weight (Subject to Correction)*	Rate or	Class CHARGES
159.6 K UN 1267 Petrolum Cr	de oil , P	7113		78,000		
601		<u> </u>				
169	6 551					
	0 001					
TE the element many behavior but posts by a REMIT	C.0		COD FEE			
"If the shipment moves between two ports by a carner by water, the low requires that the bill of lading C D D. TO. ADDRESS	Am	t. \$	COLLECT S		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	<ul> <li>Subject to Section 7 of recourse on the const</li> </ul>	f the conditions, if this shi gnor, the consignor shall	pment is to be de	ivered to the cons statement.	gnee without	FREIGHT CHARGES
The agreed or declared value of the property is hereby specifically state by the shipper to be not exceeding	d The carrier shall not charges	make delivery of this sh	ipment without p	ayment of freight	and all other	Check Appropriate Box
\$ per			ire of Consignor)			Collect
REDEVED, subject to the classifications and lawfully filed tanffs in d and condition of contents of packages unknown] marked, consigned, and or corporation in possession of the property under the contract) agrees t descration. It is mutually agreed as to each termen of all on any of said erty that every service to be performed hereunder shall be subject to all the date hereof, if this is a rail or a rail-water shipment on (2) in the ap the terms and conditions of the said bill of lading, set forth in the class- inhipper and accepted for himself and his assigns	the terms and conditions bically to its usual place i property over all or any the terms and conditions of cable motor carries class	ove which said carrier (t of delivery at said desti portion of said route to s of the Uniform Domesti safe ating or tareff if the	te word carrier be nation, if on its ro destination and a c Straight Bill of I	ute, otherwise to a to each party at ading set forth (1	deriver to anot any time inter- ) in Uniform Fr	ordnavit as meaning any person remolament on the nouse to said ented in all on any of suid prop regist Diassifications in effect or
nark with "RG" if appropriate to designate Hazardous Materials as defined in the ransportation Regulations governing the transportation of hazardous materials. The		e format and content of haza ny interpretation of requirem	rdous item list is the ents as described in	49 Code of Federal P	a. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	te Liability limitation for los

an optional method for identifying hazandous materials on Bills of Lading per 172 201(a)(1) (iii) of Title 49 172. Subpart CShipping Papara Buch description consists of the following per Sec-Code of Federal Regulations Also when shipping hazardous materials, the shipper's certification statement. prescribed in section 172 204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply unless a specific exception from the requirement is provided in the Regulation for a particular material and subsidiary class(es)

tions 172 201 (Hazardous Material Table) and Sections 172 202 and 172 203 Proper shipping name, hazardous class, UN identification number, packing group

may be applicable See 49 United States Code, Sections 14706(c [1][A] and (B)

marked. Count MC20:08:MERPTLDOC:00090 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 26:06:63 response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted

#### ACADIANA OIL & ENVIRONMENTAL

1206 LEMAIRE ST NEW IBERIA, LA 70560 EMERGENCY CONTACT: 985-851-5055

		Correction #: 1				
		LOAD INFORMATION				
Product Type: BOL #: Ticket #: Split Ticket # w/ #:	UN1267 PETROLEUM CRUDE OIL, 3 PG III 000001919 Trucked By: 000001919101 Accepted Date/Time: Conf#:		ACADIANA OIL & ENVIRONMENTAL 10/22/2024 09:10 COU2-1919			
Commodity:	CRUDE					
		PICK UP INFORMATION				
PickUp Account: PickUp Name: PickUp Address: Operator: PickUp #: Federal PickUp #: Legal Description: Latitude: Longitude: County, State::	Couvillion Group Fourchon LA Couvillion Group FOURCHON 29.142374 -90.206702 LAFOURCHE, LA	Arrival Date & Time: Load Time: Wait Time: Pickup Date & Time: Loaded Miles:		10/22/2024 09:10 00:04 00:00 10/22/2024 09:14 999		
Wait Time Notes:	and a second second					
Reject Notes:						
Other Notes:						
1. A 11 (C. 12/11)		PICK UP				
Load Status:	ACCEPT	Reject Reason:				
Load Status: Gauge Type: TANK: Tank Capacity: Tank BPI: Top Gauge: Bottom Gauge: Est. Gross Barrels: Est. Gross Barrels: Est. GSV: Bottom Height: ODOMETER: Drop Off Account: Drop Off Account: Drop Off Account: Drop Off Mame: Operator: Drop Off #: Latitude: Longitude: County, State: Wait Time Notes:	ACCEPT TRAILER MTR1 0.0 0.ft 0 in 0 in (0.0 in) 0 ft 0 in 0 in (0.0 in) 159.00 156.62 158.2000 0 ft 0 in 0 in (0.0 in) 999 Shell- Gibson Gibson Shell- Gibson 8443 29.630499 -90.931719 TERREBONNE, LA	Reject Reason: BS&W(%): Top Temp: Bottom Temp: Observed Temp: Observed Gravity: Corrected Gravity: Seal Off #: Seal Off Time: Seal On Time: PRODUCT TYPE: DROP OFF INFORMATION Arrival Date & Time: Unload Time: Wait Time: DropOff Date & Time	:	and the second se		
Other Notes:						
		DROP OFF				
Start Meter Reading: End Meter Reading: Metered Volume:	0.00 155.00 155.0		Barreis Divo ETER:	999		
	PICK UP			DROP OFF		



#### RUN TICKET LEGAL STATEMENT

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.

Acadiana Cil

NOTICE: Sh response t	elephon	BILL OF LADING – S of hazardous materials must e e number under "Emergency F Negotiable	enter 24-hour er Response Phone	nergency Number.	Date	10-23-7	Shipper	ading No	4	4
TO: Consignee		Azadiana Oil	Compan	(Name of			- Park	No	- 1	
Street		HOLE ROVER Rd		·	Street	SSU D	dley Ben			
Destinatio	n <	Benucle				Lance		Code 70. ergency Resp		
Route:		Hay 90	Vehicle N			SCAC	Pho			255-3924
No. Shipping Units	+HM	Kind of Packaging, Description Special Marks and Exce	stowin	g must be so marked a	nd packaged as to en	er attention in handling of sure safe transportation v eight Classification, Item 3	with (Subject to	Rate or	Class	CHARGES
157.3	x	UNIZOT RA	dunn co	nde al	1 Pg 11	, 3	77,500			
601					0				_	
			15	736	bl					
	-		10	1.00						
			-							
								1		
carrier by v	vater, the	ves between two ports by a law requires that the bill of lading t is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS		C.O.D. Amt. \$	C.O.D. F PREPAID COLLECT		TOTAL CHARGES:	\$	
state spec The agreed	fically in v	ate is dependent on value, shipper writing the agreed or declared valu irred value of the property is hereby not exceeding per	e of the property.	recourse on the c	onsignor, the cons	ignor shall sign the fo	hout payment of freigh		Check	EIGHT CHARGES < Appropriate Box: reight prepaid Collect
and condition or corporation destination. erby, that ev the date her the terms a	n of control It is mut ery servic reof, if the nd condition	ject to the classifications and lawful ents of packages unknown), marked session of the property under the c usely agreed as to each carrer of , e to be performed hereunder shall is is a rail or a rail-water shipment ions of the said bill of leding, set fi for himself and his assigns.	ly filed tariffs in effi , consigned, and do ontract) agrees to all or any of, said p be subject to all th or (2) in the appli orth in the classific	ect on the date of t estimed as indicated carry to its usual p property over all or he terms and condit cable motor carrier ation or taniff which	the issue of this B above which said lace of delivery at any portion of said classification or to governs the tran	I of Lading, the prope carrier (the word car said destination, if on i route to destination in Domestic Straight B wiff, if this is a moto sportation of this ship	erty described above in rier being understood to its route, otherwise to and as to each party a hill of Lading set forth ( or carrier shipment. Shi ment, and the said term	apparent good o hroughout this o deliver to anoth t any time inter 1) in Uniform Fr pper hereby cer ms and condition	order, excl contract a her carrie ested in a reight Clas rufies that ns are he	ept as noted (contents s meaning any person r on the route to said all or any of said prop isifications in effect on the is familiar with all reby agreed to by the
Transportation an optional me Code of Feder prescribed in t	Regulation ethod for id al Regulation section 17	printe to designate Hazardous Material ins governing the transportation of hazar dentifying hazardous materials on Bills of ons. Also when shipping hazardous mate 2 204(a) of the Federal Hegulations, as in from the requirement is provided in the	dous materials. The u Lading per 172 201( rials, the shipper's cer indicated on the Bill o	se of this column is (a)(1) (iii) of Title 49 rtification statement I Lading does apply.	pany interpretation ( 172, Subpart C-Ship tions 172 201 (Ha	of requirements as descripting Papers, Such description andous Material Table) a ne, hazardous class, UN	is the responsibility of ind- bed in 49 Code of Federal F ption consists of the followin nd Sections 172 202 and identification number, pact	Regulations or ng per Sec- 172 203 ma ting group. Uni	damage y be a ited Stat	ity limitation for loss in this shipment ipplicable. See 49 tes Code, Sections 1)(A) and (B).

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any required placards. Carrier certaines c26 of 62 response information according to the use of the

#### ACADIANA OIL & ENVIRONMENTAL

1206 LEMAIRE ST NEW IBERIA, LA 70560 EMERGENCY CONTACT: 985-851-5055

		Correction #: 1		
		LOAD INFORMATION		
Product Type:	UN1267 PETROLEUM C	CRUDE OIL, 3 PG III		
BOL #:	000001933	Trucked By:	ACADIANA	A OIL & ENVIRONMENTAL
Ticket #:	000001933101	Accepted Date/Time:	10/23/2024	L 04:17
Split Ticket # w/ #:		Conf#:	COU2-193	3
Commodity:	CRUDE			
		PICK UP INFORMATION		
PickUp Account:	Couvillion Group	FICK OF INFORMATION		
PickUp Name:	Fourchon			
	LA			
PickUp Address:				
Operator:	Couvillion Group	Arrival Date & Time:		10/02/0004 05-45
PickUp #:	FOURCHON		-00	10/23/2024 06:46
Federal PickUp #:		Load Time:		01:00
Legal Description:		Wait Time:		00:14
Latitude:	29.141546	Pickup Date & Time	2	10/23/2024 08:00
Longitude:	-90.206508	Loaded Miles:		999
County, State::	LAFOURCHE, LA			
Wait Time Notes:	15			
Reject Notes:				
Other Notes:				
		PICK UP		
Load Status:	ACCEPT	Reject Reason:		
Gauge Type:	TRAILER	BS&W(%):	1.00	
TANK:	MTR1	Top Temp:	0	
Tank Capacity:	0.0	Bottom Temp:	Ū	
Tank BPI:	0.0	Observed Temp:	72	
Top Gauge:	0 ft 0 in 0 in (0.0 in)	Observed Gravity:	29.0	
Carlo and C			28.20	
Bottom Gauge:	0 ft 0 in 0 in (0.0 in)	Corrected Gravity:	fact the second	
Est. Gross Barrels:	157.00	Seal Off #:	na	
Est. Net Barrels:	154.62	Seal Off Time:	10/23/202	24 08.00
Est. GSV:	156.1800	Seal On #:	ла	
Bottom Height:	0 ft 0 in 0 in (0.0 in)	Seal On Time:	10/23/202	
DDOMETER:	737138	PRODUCT TYPE:	UN1267	PETROLEUM CRUDE OIL, 3 PG III
		DROP OFF INFORMATION		
Drop Off Account:	Shell- Gibson			
Drop Off Name:	Gibson			
Operator:	Shell- Gibson	Arrival Date & Time	és -	10/23/2024 09:49
Drop Off #:	8443	Unload Time:		00:52
Latitude:	29.630592	Wait Time:		00:00
Longitude:	-90.931697	DropOff Date & Tim	le:	10/23/2024 10:41
County, State:	TERREBONNE, LA	and a second sec		
Wait Time Notes:				
Other Notes:				
		0000 000		
Start Motor Deading	0.00	DROP OFF	Barrels Div	d: 157.00
Start Meter Reading:	157.00		A. 46 . 4 1	
Ind Mator Deadings		ODOM	ETER:	737138
End Meter Reading:	157.0			and the second s
End Meter Reading: Metered Volume:				DROP OFF
	PICK UP			



#### RUN TICKET LEGAL STATEMENT

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.

Acadiana Cil

NOTICE: Sh response t	nippers o elephone	ILL OF LADING – S f hazardous materials must e number under "Emergency i	enter 24-hour en Response Phone	mergency Number:		0-23-24		iding No No	5	•
Original-	-Not I	Negotiable	Ac	IName of C	a) compa-	24	Carrier I	No	5	
TD: Consignee	A	endiana QI	Compan		FROM:	anallian	Desk			
Street	19	825 River R	d	1	Street 5	SYD	dlag Be	coard	21	
Destinatio	n 1	Zwick	Zip Code	70842	Origin		Zip Ci	ode 703	57	
Route:		Hwy 90	Vehicle N	10. 2001-0	SCAC			rgency Respo		5-255-3924
No. Shipping Units	+HM	Kind of Packaging, Description Special Marks and Exce	stown	mmodities requiring speci ing must be so marked and	al or additional care or attention of packaged as to ensure safe tr of National Motor Freight Classr	ransportation with	Weight (Subject to Carrection)*	Rate or		CHARGES
141.4 661	K	UN 1247 Pet		(mdr al		5	73,000			
carrier by v	water, the	res between two ports by a law requires that the bill of lading is "camer's or shipper's weight".	REMIT C.O.D. TO: ADDRESS		C.D.D. Amt. \$	C.O.D. FEE: PREPAID COLLECT	¢	TOTAL CHARGES:	¢	
Note-Whe state spec The agreed	the rat	the is dependent on value, shipper intring the agreed or declared value red value of the property is hereby not exceeding per	rs are required to ue of the property.	Subject to Section 7 recourse on the co	7 of the conditions, if this sh insignor, the consignor shal lot make delivery of this sl	hipment is to be d	ig statement.	ignee without	FREI Check	IGHT CHARGES Appropriate Box: eight prepaid illect
and condition or corporation destination erty, that evi- the date here the terms and	n of conter on in possi- lt is mutu- reof, if this nd condition	act to the classifications and lawfunts of packages unknown), marked easien of the property under the or ally agreed as to each carrier of a to be performed hereunder shall is is a rail or a rail-water shipment ans of the said bill of leding, set f or himself and his assigns.	lly filed toriffs in eff d, consigned, and di contract) agrees to all or any of, said g be subject to all bt t or (2) in the appli- forth in the classific	ect on the date of the estined as indicated a carry to its usual pla property over all or a he terms and conditio icable motor carrier ( cation or tariff which	a same of the Bill of Lade		escribed above in ap leng understood thr oute, otherwise to c is to each party at Lading set forth (1) mer shipment. Shipp and the said terms	parent good or oughout this co feliver to anoth any time intere in Uniform Fre ber hereby cert a and condition	ider, except ontract as er carrier sted in all aight Classi unes that I is and here	It as noted (contents meaning any person on the route to said or any of said prop- ifications in effect on he is familiar with all aby agreed to by the
Transportation an optional me Code of Feder prescribed in a	Regulation sthod for ide al Regulation section 172	priate to designate Hazardous Materia is governing the transportation of hazar entifying hazardous initienals on Bills of ins. Also when shipping hazardous mate 2 204(a) of the Federal Regulations, as a from the requirement is provided in th	rdous materials The u f Lading per 172 201( anals, the shipper's cer indicated on the Bill of	(a)[1] (iii) of Title 49 intrincation statement to f Lading does apply, if	The format and content of haza pany interpretation of requireminant 172, Subpart CShipping Papers tions 172 201 (Hazardous Ma Proper shipping name, hazardo and subsidiary class(es).	ents as described in 's Such description c aterial Table) and Sec	49 Code of Federal Re consists of the following ctions 172 202 and 1	gulabons or per Sec- 72 203 May	damage be ap ted State	y limitation for loss in this shipment plicable. See 49 as Code, Sections (A) and (B)

This is to certify that the above named materials are properly classified, packaged, mark COUNTIES and a second of the applicable regulations of the U.S. Department of Transportation

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

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#### ACADIANA OIL & ENVIRONMENTAL

1206 LEMAIRE ST NEW IBERIA, LA 70560 EMERGENCY CONTACT: 985-851-5055

		Correction #: 1				
		LOAD INFORMATION				
Product Type: BOL #: Ticket #: Split Ticket # w/ #: Commodity:	UN1267 PETROLEUM 0 000001932 000001932101 CRUDE	CRUDE OIL, 3 PG III Trucked By: Accepted Date/Time: Conf #:	ACADIANA OIL & ENVIRONMENTAL			
commonly.	ORODE					
PickUp Account:	Couvillion Group	PICK UP INFORMATION				
PickUp Name: PickUp Address: Operator: PickUp #: Federal PickUp #: Legal Description: Latitude:	Fourchon LA Couvillion Group FOURCHON 29.141273	Arrival Date & Time Load Time: Wait Time: Pickup Date & Time		10/23/2024 08:58 00:01 00:00 10/23/2024 08:59		
Longitude: County, State:: Wait Time Notes: Reject Notes: Other Notes:	-90,20643 LAFOURCHE, LA	Loaded Miles:		999		
		PICK UP				
Load Status: Gauge Type: TANK: Tank Capacity: Tank BPI: Top Gauge: Bottom Gauge: Est. Gross Barrels: Est. Gross Barrels: Est. Net Barrels: Est. GSV: Bottom Height: ODOMETER: Drop Off Account: Drop Off Account: Drop Off Mame: Operator: Drop Off #: Latitude: Longitude: County, State: Wait Time Notes: Other Notes:	ACCEPT TRAILER MTR1 0.0 0.0 0 ft 0 in 0 in (0.0 in) 0 ft 0 in 0 in (0.0 in) 141.00 138.86 140.2600 0 ft 0 in 0 in (0.0 in) 999 Shell- Gibson Gibson Shell- Gibson 8443 29.630456 -90.931777 TERREBONNE, LA	Reject Reason: BS&W(%): Top Temp: Bottom Temp: Observed Temp: Observed Gravity: Corrected Gravity: Seal Off #: Seal Off Time: Seal On Time: PRODUCT TYPE: DROP OFF INFORMATION Arrival Date & Time: Unload Time: Wait Time: DropOff Date & Tim	2:			
		DROP OFF				
Start Meter Reading: End Meter Reading: Metered Volume:	0.00 140.00 140.0		Barrels Div ETER:	999		
	PICK UP			DROP OFF		



#### RUN TICKET LEGAL STATEMENT

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.

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# **Appendix II**

# NRC Waste Handling Documentation

LOCATION & NAM	E OF FACI	Coevoille	1615	isal	1	0-13-202	1
NAME OF VESSEL	Boed.	elon				NSFER OPERATIO	
An oil transfer operation by the respective transfer operation of the persons in charge indication of	ion may not sferring and	commence to o receiving perso	ns in charg	ge.			
VESSEL							FACILITY
B. Cargo hoses C. Cargo hoses D. The transfer be performe E. Each flange or shut off. MF. The cargo h every other from the Ca G. The overbo M. Adequate sp M. A communic K. Emergency M. Communica	s and/or load s are adequa r system is p d each time connection oses and/or hole, (minin ptain of the ard or sea su pill contain or other ov cations syste shutdown s	ling arms are lot tely supported to properly lined up a valve is repos on the cargo sys- loading arms an num of 4 bolts). Port uction valves are nents have been erboard drains a em is provided b ystem is availab ures are establis	ng enough o prevent to o for disch- itioned.). stem not b e connecte Exception e sealed or provided re closed o etween the le and ope hed and un	for intended u indue strain or arging or recei- eing used duri d to the manifu- tranks without lashed in the of for couplings. or plugged. facility and the rable.	se. the couplings ving oil. (Addition ng the transfer op olds using gaskets ut fixed loading s closed position he vessel. veen persons in ch	eration is blanked and a bolt in ystems per waiver	20 20 20 20 20 20 20 20 20
N. One person station O. The owner covers, kink that hoses a P. Adequate li O. Persons in c	at the vesse of the cargo s, bulges, s re marked f ghting of th	l control station hoses will insu- off spots or goug or identification e vessel and terr held a conferen	is present re test requises, cuts and and test d minal work ce to assure	who fluently irements have d slashes whi ata is maintain areas and maintain the mutual u	speaks the langua, been met and tha ch penetrate the h ed in a test log. nifold areas is pro inderstanding of th	ge of the terminal of the hose has no loose reinforcement vided.	and in the second seco
Me 1. Product 1 Me 2. Sequence 3. Transfer 4. Name or 5. Particula 6. Starting, 7. Emerger 8. Watch as	identity to b e of transfer rate of flow title and lours of the tra stripping, to ecy procedure a shift arra	e transferred operation cation of each pensferring and re- opping and shute res including no ngements	erson parti ceiving system lown have tification,	cipating in the stems	transfer operation	1	

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

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

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

PERSON IN CHARGE OF VESSEL

The operator of each facility and the operator of each vessel shall retain a signed copy for at least a month.

COUVILLION DECLARATION OF INSPECTION - DOI 2020

<b>DECLARATION OF INSPECTION PR</b>	IOR TO BULK CAR	GO TRAN	<u>SFER</u>			
Date: /0/13/ 24 Location: GIS Por	t Fourchon					
		Time En	d Time			
Facility/Vehicle Number:			u Thirt			
Vessel Name: Brandon Burdelon	040	The local of the local sector				
Vessel Official Number:	Vessel Capacity (Total					
Product Transferred: Cande Oil	Est. Transfer Volume	(bbls): 83	0			
Note For Emergency Notification	Discharge amounts (Gallons	s):				
Average most probable:	<u>a</u>	_				
Maximum most probable:						
Worst case discharge:						
The following list refers to requirements set forth i	<u>n detail in 33 CFR 156.150 a</u>	nd 46 CFR 3	5.35-30.			
The spaces on the left are to be reviewed by <u>ALL PI</u>	C's involved in the transfer ar	d checked in	agreement.			
The right hand columns are to be initialed by the approximation			with $(N/A)$ .			
Items on the list are provided to indicate that the det	ailed requirements have been	met				
		PIC	PIC			
☑ <u>TOPIC</u>		Delivering	Receiving			
Verify PIC designation/qualification 33 CFR 154.710, 12	54.730, 154.740(b)	N	33			
Person In Charge (PIC): In Immediate Vicinity and Avai	lable	e pr	2P JS			
Personnel: Capable/Unimpaired	Personnel: Capable/Unimpaired					
Name, title and location of each person participating in t	Name, title and location of each person participating in the transfer operation					
MC 20 Subsea Storage Offloading Operations & Mainte	nance Manual present with	he				
procedures and particulars of the transfer and receiving s	systems to be followed and verific	K	00			
with key personnel involved in these operations		N	PAP			
Watch and shift arrangements discussed Cargo is Authorized for transfer <i>to</i> or <i>from</i> tanks		H	30			
Discuss if transfer will need to stopped to change tanks	- supply or receiving facility	V	20			
Discuss transfer rates and max allowable to receiving fac	cility	H	88			
(Facility/Vessel) properly vented (monitoring vacuum and	nd positive tanks pressure)	M	ge.			
Communications & No Language Barrier		M	28			
§ Hoses and Connection - 33CFR 154.500		ph	1.0			
Nonmetallic hoses usable for oil or hazardous material s	ervice	m	AB			
Proper connections (must be one of the following):		M	Ka			
Fusion 100 hammer union connections		p	20			
Quick-disconnect coupling present on suction side of pu	mp	V	10			
Examine transfer hose markings or records.	"HAZMAT SERVICE"	m	200			
Name of product handled; example "OIL SERVICE," o	HAZMAT SERVICE	<i>NU</i>	0			
§ Examine Transfer Hose condition - 33CFR 156.170	har defects	M	18			
No unrepaired kinks, bulges, soft spots, loose covers, ot	of hose reinforcement	pe	88 93			
No cuts, slashes, or gouges that penetrate the first layer	of hose reinforcement	Her	20			
No external/internal deterioration			9			
Emergency shutdown - 33CFR 156.170     Test emergency shutdown - 33CFR 154.550 - who compared to the statement of the st	ntrols the emergency shutdown	po	20			
Communication system continuously operated.	anois me entergency shared sh	M	29			
Verify operating properly (Electric, pneumatic, or mech	anical link to facility; electronic	1	9			
voice)		re	212			
Record test info in physical information.		4	44			
8 Examine closure device - 33CFR 154.520		1 10 1				
Verify enough to blank off ends of each hose /loading a	rm not connected for transfer	m	23			
§ Inspect Small Discharge Containment - 33CFR 154.530						
Inspect handling area and verify capacity (not less than	5 gallons).	m	A.			

-	Pre-Transfer Conference and Agreement (Continued)	_	1			
	<u>TOPIC</u>	PIC Delivering	PIC Receivin			
In	spect discharge containment equipment for oil & hazardous liquids - 33CFR 154.545					
	Verify booming for oil or hazmat transfer (if required by COTP).	H	10			
	Verify adequate amount of equipment and/or absorbent material for initial response	U	18			
	Inspect condition of response equipment stored on facility (if applicable).	41	20			
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	11	AS			
	Verify means of deployment.	m	10			
M	eans of Communication - 33 CFR 154.560					
	Verify continuous two-way voice communication between vessel and facility PICs.	w	00			
	Communications must meet the following requirements					
	Portable Radio:					
	IF Flammable or Combustible Liquids	14	20			
	1. Marked or documented as intrinsically safe.	41	19			
	2. Certified as intrinsically safe by national testing labor certification organization.	42	29			
	Voice					
	1. Be audible.	ma	9E			
	Test communications. SAT UNSAT		0			
In	spect lighting systems - 33 CFR 154.570					
	Verify portable lighting for operations between sunrise and sunset (if applicable).	m	18			
	At transfer operations work areas for facility and vessel	dam.	40			
	At transfer connection points for facility and vessel	Un .	23			
	Verify sufficient number or fire extinguishers.	he	02			
	Verify protective equipment is ready to operate.	k	279			
	Verify warning signs are adequate.	m	28			
	§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROC	EDURES 8	-			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures	and a	1+			
	Require vessel personnel to use the transfer procedures for each transfer operation		N			
-	Available for inspection by the COTP or OCMI whenever the vessel is in operation		M			
	Legibly printed language(s) understood by personnel engaged in transfer operation					
Permanently posted or available and used by members of crew engaged in transfer operation						
Appropriate tank level monitoring (visual, gauging, indicators, etc.)						
Arrangements to monitor draft marks during transfer						
-	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow					
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system					
	Adequate containment on the vessel at loading or discharge connection					
	Drains, Scuppers and overboard discharges closed					
	The number of persons required to be on duty during transfer operations;		ster			
	Procedures for emptying discharge containment system required by §§155.310 and 155.3.	20	N			
-	Procedures for tending the vessel's moorings during the transfer of oil or hazardous mater		H			
-	Procedures for emergency shutdown/communications required by \$\$155.780 and 155.785		1			
	Procedures for topping off tanks					
	Procedures ensuring all valves used during transfer are closed upon completion of transfer					

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

### TRANSFER COMPLETED:

AMOUNT (GALLONS)

DATE

TIME

2020

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

Pump off # 46

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

Date:	10-13-24	Start Time: 6600	Job Number:	

□ Land Emergency Response □ Marine Emergency Response □ Land Service ⊠ Marine Service

### SITE DESCRIPTION / WORK SUMMARY

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

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

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

#### SCOPE OF WORK

The M/V BB will send a 100' section of 3-inch petroleum duty hose to the dock where it will be connected to the hoses leading to a properly rated and tested manifold. The manifold has one inlet and three outlets. Each outlet will be fitted with a 3-inch transfer hose and affixed to the frac tanks. Once the connections are secured and the declaration of inspection (DOI) is complete, the vessel will transfer the crude oil in her tanks using a 4-inch pneumatic diaphragm pump. As the frac tanks near capacity the dockside operator will open the next manifold valve and close the active one. This process will continue until all three frac tanks are at capacity. Once the transfer is complete a 1-inch airline with the proper fitting will be given to the M/V's crew to send compressed air up the hose to "blow down" any residual product left in the hoses to ensure no product is spilled when the hoses are disconnected.

After the crude oil sits in the frac tank at the Port Fourchon Dock for 12 to 24 hours the crude oil will be pumped using a 3-inch pneumatic diaphragm pump to transport trailers to be sent to final destination.

NRC		SA
Form 8.1.7	Project Name	M

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Site Specific Safety Plan ect Name: <u>MC20 Recovered Crude Oil Transfer</u>

#### EQUIPMENT

- 4-inch pneumatic diaphragm pumps

Petroleum Duty transfer hoses rated and inspected accordingly

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

#### ATTACHMENTS

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



Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>



## PERSONAL PROTECTIVE EQUIPMENT

TASK	Level	MASK / CARTRIDGE / AIR	ADDITIONAL PPE
Mooring Vessel	D	N/A	Level D PPE with the addition of an approved PFD when working within 5' of the docks edge
Connecting hoses	D	N/A	Level D PPE with the addition of an approved PFD when working within 5' of the docks edge
Completing inspection	D	N/A	Level D PPE with the addition of an approved PFD when working within 5' of the docks edge
Transfer operations	D	Level C or Level B may be needed based on air monitoring results.	Level D PPE (unless readings indicate a need to upgrade PPE to level C respiratory protection) with the addition of an approved PFD when working within 5' of docks edge. If H2S is detected above 5 ppm Level B PPE (supplied air respirators) will be used. Operations will be suspended if H2S levels reach 100ppm.

#### **RESPIRATORY PROTECTION PLAN**

The NRC SMS Procedure 13.2 for Respiratory Protection is provided in Attachment C.



Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>



# AIR MONITORING / ACTION LEVELS

Chemical Hazard	Instrument	Action Level	Action
Oxygen (O <sub>2</sub> )	4-gas	<19.5% or >23.5%	<ul> <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> <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> <li>Stop work, determine source of hazard and apply engineering control (ventilation) until reading can be brought below 10%.</li> </ul>
Hydrogen Sulfide (H2S)	4-gas	10 ppm >10 ppm	OSHA PEL     SCBA / Supplied Air Respiratory Protection
PID/VOC	PID	10 - 750 ppm >750	<ul> <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> <li>No Respiratory requirement</li> <li>Full Face APR with OV Cartridges</li> <li>SCBA / Supplied Air Respiratory Protection</li> </ul>



Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>



# ACTIVITY HAZARD ANALYSIS / SUMMARY

ITEM	HAZARD	PREVENTION
Behavioral Based Safety	Hazard Identification Stop Work Authority Near Miss	<ul> <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> <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> <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> <li>Ensure all connections have whip checks and safety clips in place prior to energizing air lines.</li> <li>If hissing is hear 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 (H2S) Detected during transfer.	<ul> <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 H2S Detector worn in their breathing zone.</li> <li>If H2S 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>





Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>

ITEM	HAZARD	PREVENTION
		<ul> <li>personnel from the area during the transfer. There will be support personnel upwind with SAR capabilities on site for rescue purposes during this operation.</li> <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> <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> <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> <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> <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> <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> <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>





Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>

HAZARD	PREVENTION
	<ul> <li>they will be removed from work and follow the US Ecology / NRC return to work guidance issued by corporate.</li> <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>
<ul> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>
	•
	•
	•
	•
	•
	<ul> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle</li> </ul>

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

# MINIMUM SAFETY EQUIPMENT REQUIRED

1	Eyewash	1	Decon Pool / Supplies See itemization list under Decon		Tinted faceshield, leathers, gauntlets, hot-work cutting gear
1	First Aid Kit	1	Fire Extinguisher, Dry Chemical		Barricades / Traffic Cones / Delineators / Banner Tape
			Fire Extinguisher, Water	1	Ladders
Ē	Harnesses		Lanyards / rope		Confined space entry equipment
1	PPE (Task specifi	c)			

# TRAINING / DOCUMENTATION REQUIREMENTS

1	HAZWOPER 40	1	Hazwoper Supervisor	1	Current 8 Hour Refresher
1	First Aid /CPR		Confined Space Supervisor	1	Current Medical Fitness For Duty
NRC Confined Space Entrant				4.5	NRC Confined Space Rescue
✓ API Safe Rigging Practices				1	Documentation of compliance with Drug Free Work Place
	Competent Fire Wat	tch Desig	nated Personnel		Qualified Pressure Washer Operator

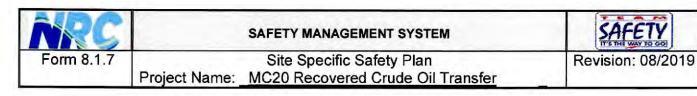


Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>



## **DECONTAMINATION AND DISPOSAL**

DECONTAMINAT	ION EQUIPMENT
<ul> <li>Visqueen on Ground</li> <li>Carpet on Ground</li> <li>Wooden Pallets</li> <li>Decon Pool / wash boots</li> <li>Boot brushes</li> <li>Decon Pool Rinse Boots</li> <li>Respirator wash bucket</li> <li>Respirator rinse bucket</li> <li>Drying stands or platforms for respirators after washing</li> <li>Wipe rags to clean respirators</li> </ul>	<ul> <li>Rags for cleaning - wiping</li> <li>Labeled Drums for disposal items</li> <li>Chairs to sit on for PPE removal</li> <li>Plastic zip-lock bags for personal sample pumps</li> <li>Water to wash face / hands</li> <li>Decontamination Assistant</li> <li>Barrier stands</li> <li>Caution tape to designate decon area</li> <li>Shower</li> </ul>
PERSONNEL DECON	
<ul> <li>Establish two stage contamination reduction zone with sr</li> <li>Provide wet rags (not saturated) to personnel to wipe ext</li> <li>Place empty lined drums for contaminated PPE with liners</li> <li>Untape gloves and boots – discard tape</li> <li>Sit on chair prior to removing boots or outer PPE</li> <li>Remove boots and outer gloves (boots will be reused and</li> <li>Unzip suit / pull off hood</li> <li>Roll down suit / inside out and place into labeled containe</li> <li>Remove respirator</li> <li>Use wipes to clean</li> <li>Store respirators in plastic bags after drying</li> <li>Remove inner gloves</li> <li>PPE and debris will be bagged, accounted for, and bulked</li> </ul>	terior of PPE prior to dry decon (stage 1 decon) s removed to waste bin at end of each shift d leather outer gloves may be reuse if still in good condition) er
WASTE MANA	GEMENT PLAN
<ul> <li>Contaminated disposable PPE &amp; debris from operation should be a second strain of the second strain operation of the second strain operation operation should be a second strain operation operation operation should be a second strain operation operation operation should be a second strain operation operation operation operation should be a second strain operation operation operation operation operation should be a second strain operation ope</li></ul>	all be placed in an approved container



#### 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



Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>

# EMERGENCY MEDICAL TREATMENT AND FIRST AID

TYPE CONTACT	FIRST AID			
Eyes	<ul> <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>			
Skin	<ul> <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>			
Not Breathing	<ul> <li>Call 911</li> <li>Remove to fresh air immediately if respiratory distress develops</li> <li>Begin CPR until EMT arrives</li> </ul>			
Ingestion	<ul> <li>Aspiration hazard</li> <li>Do not induce vomiting</li> <li>Do not give anything by mouth</li> </ul>			

#### ACCIDENT REPORTING

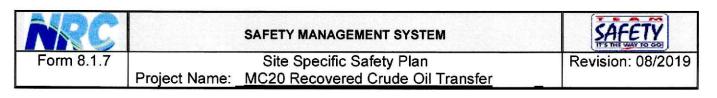
FIRST AID INJURIES REQUIRING MEDICAL TREATMENT VEHICLE ACCIDENT NEAR MISS	<ul> <li>Employees immediately report all accidents or incidents to the Site Project Manager / Safety Officer</li> <li>Site Project Supervisor will immediately notify the NRC Project Manager via cell phone. If unable to reach the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

## **EMERGENCY RESPONSE PLAN**

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

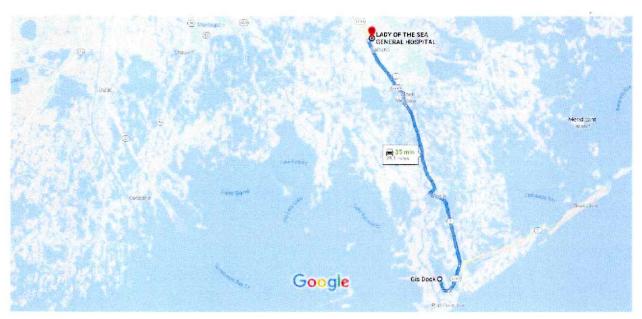
SAFETY

Revision: 08/2019



## **Hospital Route**

Google Maps Gis Dock to LADY OF THE SEA GENERAL Drive 28.1 miles, 35 min HOSPITAL



via LA-1 and LA-3235
 Fastest route, the usual traffic
 A This route has restricted usage or private roads.
 35 min

Form 8.1.7 Site Specific Project Name: MC20 Recove	Safety Plan Revision: 08/2019 ed Crude Oil Transfer
	ed Crude Oil Transfer

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



Revision: 08/2015

P0#64

TASK DESC	RIPTION: MC	20 Rec	overed Crude Oil / Vessel 1	to Shore	Transfer	10-13-2024
			SUMMARY OF POTENTIAL HAZA	RDS (Chee	ck applicable)	
Heavy or av movement	wkward lifting /		Pinch Points or caught betwee	en	Working and wall	king surfaces; slip, trip, fall
New / Inex	perienced employe	es	Spill / containment		Heat stress envir	onment
Struck by o	r crush hazard		Noise levels (>85 dBA)			
Hazardous	liquids, vapors, wa	ste	Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	/ SOPS /	ALERTS	
SMS 19.2 V	acuum Trucks					
		M	NIMUM PERSONAL PROTECTIVE EC	UIPMENT	(Check applicable)	
Level A Level B Level C Level D	Hard Hat Safety Glasse Face Shield Hearing Prot		High Visibility Vest  Long Sleeves / Coveralls  Chemical protective clothing  Respirator: JOB HAZARD AI	Dispo Neop	her Steel Toe Boots osable boot covers prene Steel Toe Boots es:	PFD / Work vest
0 10	b Steps		Potential Hazards	VALTSIS	Proventive Mea	sures / Special PPE
1. Pre-jo	ob Meetings vior Based Safety	or or • Pe ha • Pe	ersonnel do not understand the operational plan, relevant hazards r their roles/responsibilities ersonnel do not stop work when azards are identified ersonnel do not report injuries, nesses, near misses or incidents		The operational plan, haz to all involved personnel will be encouraged to as any project details Immediate supervisor will Authority and Responsib supervisor if they discov	ards and controls will be explained I in Safety/Ops meeting. Personnel sk questions if they are unsure of I remind their crews of their illity to Stop work and contact their er a hazard ed to report any injuries, illnesses,
	urvey and ment Set-up	ha • Ec or • In	neven working surfaces and trip azards. quipment not certified, not tested r damaged nproper set-up due to untrained r unqualified personnel	•	correct unsafe conditio away from travel paths. All equipment will be ins testing and serviceable	ble walking surface hazards. Flag or ns. Position equipment and hoses . Identify "no-go" areas. pected for current certifications, working condition prior to work ected to perform tasks based on
3. Vehic	le movements	st ve Ve m	ersonnel, equipment or hoses ruck or crushed by moving whicles or equipment ehicles not inspected prior to ovements. Unsafe for travel. nsecured items create dropped oject or road hazards.	•	Non-essential personne path will be confirmed Vehicles will be inspected after travel for potentia Vehicles will be inspected	ed for equipment movements. el will clear the travel path. Travel as clear prior to movements. d by drivers prior to travel and al damage. d to ensure that there are no ads are secured properly.
worki	ing Vessel and ng near water	ca • Pe du • Pe	ersonnel struck by thrown lines or aught in "line of fire". ersonnel pinched or crushed uring vessel movements. ersonnel fall into the water. Man verboard.	•	to fall on the ground and catch mooring lines from When mooring the vessel other body parts from b bits on the dock Never work alone. All per are required to wear a L "man overboard" procee and recovery plan in pla	, keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge JSCG approved PFD. Always discuss dures prior to work. Have life ring ce.
5. Conne	ecting hoses	• Pr of dr h	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses ip/trip/fall hazards while working		including cam-lock conn parts or equipment Transfer hoses can be he hoses employees shall u including keeping your b as lifting with your knee	ad avoid all crush/pinch points: ections, vehicles and other moving eavy and when handling these use proper ergonomic practices back as straight as possible as well s and not your back ing and maintain situational





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

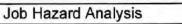
Job Steps	Potential Hazards	Preventive Measures / Special PPE
		<ul> <li>detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers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

Position/Title	Reviewed By	Position/Title	Date
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		ACKNOWLEDGEMENT	ACKNOWLEDGEMENT

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Couv-MC20-O&M-RPT-DOC-00090



# DECANT PO#66

### Job Hazard Analysis

Revision: 08/2015

TASK DESC	RIPTION: MC	20 Rec	overed Crude Oil / Vessel	to Shore	e Transfer	10/21/24
			SUMMARY OF POTENTIAL HAZA	ARDS (Che		1. 1. 1. 1.
Heavy or an movement	wkward lifting /		Pinch Points or caught betwee	en	Working and wal	king surfaces; slip, trip, fall
New / Inex	perienced employe	es	Spill / containment		Heat stress envir	ronment
Struck by o	r crush hazard		Noise levels (>85 dBA)			
Hazardous	liquids, vapors, wa	ste	Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	/ SOPS /	ALERTS	
SMS 19.2 V	acuum Trucks					
		M	NIMUM PERSONAL PROTECTIVE EC	UIPMEN	T (Check applicable)	
Level A	Hard Hat Safety Glasse Face Shield Hearing Prot		High Visibility Vest  Long Sleeves / Coveralls  Chemical protective clothing  Respirator:	Disp	ther Steel Toe Boots hosable boot covers prene Steel Toe Boots ves:	☑ PFD / Work vest           □           □
			JOB HAZARD AI			
ol O	b Steps		Potential Hazards		Preventive Mea	asures / Special PPE
	ob Meetings vior Based Safety	op or • Pe ha • Pe	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when uzards are identified ersonnel do not report injuries, nesses, near misses or incidents		to all involved personne will be encouraged to as any project details Immediate supervisor wil Authority and Responsit supervisor if they discov	ed to report any injuries, illnesses,
	urvey and ment Set-up	ha • Ec or • In	neven working surfaces and trip izards. Juipment not certified, not tested damaged Iproper set-up due to untrained unqualified personnel	:	correct unsafe conditio away from travel paths All equipment will be ins testing and serviceable	ble walking surface hazards. Flag or ons. Position equipment and hoses a Identify "no-go" areas. Spected for current certifications, working condition prior to work lected to perform tasks based on
3. Vehic	le movements	st ve Ve m	ersonnel, equipment or hoses ruck or crushed by moving hicles or equipment shicles not inspected prior to ovements. Unsafe for travel. nsecured items create dropped oject or road hazards.		Ground guides will be us Non-essential personne path will be confirmed Vehicles will be inspecte after travel for potentia Vehicles will be inspecte	ed for equipment movements. el will clear the travel path. Travel as clear prior to movements. ed by drivers prior to travel and al damage. ed to ensure that there are no ads are secured properly.
	ing Vessel and ng near water	<ul> <li>Pe ca</li> <li>Pe du</li> <li>Pe</li> </ul>	rsonnel struck by thrown lines or ught in "line of fire". rsonnel pinched or crushed iring vessel movements. rrsonnel fall into the water. Man erboard.	•	to fall on the ground and catch mooring lines from When mooring the vessel other body parts from b bits on the dock Never work alone. All per are required to wear a L	I, keep hands, fingers, arms, and all between the mooring line and the rsonnel within 5' of the docks edge JSCG approved PFD. Always discuss dures prior to work. Have life ring
5. Conne	ecting hoses	w • Pe ot du ho	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or her ergonomic related injuries uring connections or moving oses p/trip/fall hazards while working	•	Identify, communicate ar including cam-lock conn parts or equipment Transfer hoses can be ho hoses employees shall u including keeping your b as lifting with your kneep	nd avoid all crush/pinch points: nections, vehicles and other moving eavy and when handling these use proper ergonomic practices back as straight as possible as well





Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
<ol> <li>Working in potentially hazardous atmospheres</li> </ol>	<ul> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<ul> <li>Calibrated multi-gas meters/detectors will be used to confir that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated</li> <li>A protective distance of 100' outside shoreside transfer will l identified, and marked with caution tape and warning signs to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
7. Energizing pneumatic equipment	<ul> <li>Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>Air leaks or blowout causing pressure related injuries.</li> <li>Hearing loss/injury due to noise levels above 85 decibels</li> </ul>	<ul> <li>All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.</li> </ul>
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O Job Steps	Potential Hazards	Preventive Measures / Special PPE
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<ol> <li>Prolonged exposure to elements (Heat Stress)</li> </ol>	<ul> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul> <li>Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed).</li> <li>Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with coworkers).</li> </ul>
11. Break time	<ul> <li>Potential for ingestion of petroleum product or other contaminants.</li> <li>Fire hazards from unrestricted smoking</li> <li>Direct sun reduces recovery time for workers during breaks</li> <li>Inadequate water</li> </ul>	<ul> <li>Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas.</li> <li>Only smoke in designated areas.</li> <li>Ensure that break areas have adequate shade and cooling potential for personnel</li> <li>Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.</li> </ul>
12. Decontaminate Personnel	<ul> <li>Potential for secondary contamination by absorption, injection, or ingestion</li> </ul>	<ul> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
NRC INCIDENT REPORTING POLICY	<ul> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
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# Job Hazard Analysis

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Pump Off # 66 3 Teacty

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## Job Hazard Analysis

AFETY Revision: 08/2015

TASK DESC	RIPTION: MC	20 Reco	overed Crude Oil / Vessel t	to Shore	Transfer	10-22-24
			SUMMARY OF POTENTIAL HAZA	RDS (Chec		
Heavy or av movement	wkward lifting /		Pinch Points or caught betwee	en	Working and wal	king surfaces; slip, trip, fall
New / Inexperienced employees Spill / contra		Spill / containment		Heat stress envir	ronment	
Struck by or crush hazard		🛛 Noise levels (>85 dBA)				
Hazardous	liquids, vapors, was	ste	Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	SOPS /	ALERTS	
SMS 19.2 V	acuum Trucks					
		MIN	NIMUM PERSONAL PROTECTIVE EC	UIPMENT	(Check applicable)	
Level A Level B Level C Level D	Hard Hat Safety Glasse Face Shield Hearing Prot		High Visibility Vest  Long Sleeves / Coveralls  Chemical protective clothing Respirator:	Dispo Neop	ner Steel Toe Boots osable boot covers orene Steel Toe Boots es:	PFD / Work vest
		-	JOB HAZARD A	NALYSIS		
	b Steps	-	Potential Hazards	- A.		asures / Special PPE zards and controls will be explained
	ob Meetings vior Based Safety	op or • Pe ha: • Pe	rsonnel do not understand the erational plan, relevant hazards their roles/responsibilities rsonnel do not stop work when zards are identified rsonnel do not report injuries, nesses, near misses or incidents	•	to all involved personne will be encouraged to as any project details Immediate supervisor will Authority and Responsit supervisor if they discov Personnel will be instruct near misses or incident	I in Safety/Ops meeting. Personne sk questions if they are unsure of Il remind their crews of their bility to Stop work and contact the ver a hazard to report any injuries, illnesses ts
	urvey and oment Set-up	ha • Eq or • Im	even working surfaces and trip zards. uipment not certified, not tested damaged proper set-up due to untrained unqualified personnel		correct unsafe conditio away from travel paths All equipment will be ins testing and serviceable	ble walking surface hazards. Flag ons. Position equipment and hose s. Identify "no-go" areas. spected for current certifications, e working condition prior to work lected to perform tasks based on
3. Vehic	cle movements	str vel • Ve ma	rsonnel, equipment or hoses ruck or crushed by moving hicles or equipment hicles not inspected prior to ovements. Unsafe for travel. isecured items create dropped ject or road hazards.	•	Non-essential personno path will be confirmed Vehicles will be inspecte after travel for potenti. Vehicles will be inspecte loose items and that lo	ed to ensure that there are no bads are secured properly.
	ring Vessel and ing near water	e Pe du Pe	rsonnel struck by thrown lines or ught in "line of fire". rsonnel pinched or crushed ring vessel movements. rsonnel fall into the water. Man erboard.	•	to fall on the ground an catch mooring lines from When mooring the vesse other body parts from to bits on the dock Never work alone. All per are required to wear a	el, keep hands, fingers, arms, and a between the mooring line and the rsonnel within 5' of the docks edge USCG approved PFD. Always discus edures prior to work. Have life ring
5. Conn	lecting hoses	• Pe ot du hc	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or her ergonomic related injuries uring connections or moving oses p/trip/fall hazards while working		Identify, communicate an including cam-lock com- parts or equipment Transfer hoses can be h hoses employees shall u including keeping your as lifting with your knew	nd avoid all crush/pinch points: nections, vehicles and other moving neavy and when handling these use proper ergonomic practices back as straight as possible as well





## Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
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REVIEW

Position/Title	Reviewed By	Position/Title	Date
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	Position/Title AC	ACKNOWLEDGEMENT	ACKNOWLEDGEMENT





Couv-MC20-O&M-RPT-DOC-00090



P.O # 66 2 Trucks

# Job Hazard Analysis

Revision: 08/2015

TASK DESC		20 Recovered Crude Oil / Vesse	a to shore the	13101 70	-23-20214
		SUMMARY OF POTENTIAL HA		Constant of the second s	and the second s
Heavy or a movement	wkward lifting /	Pinch Points or caught betw	veen	Working and wal	king surfaces; slip, trip, fall
New / Inexperienced employees		ees 🛛 Spill / containment		Heat stress envir	ronment
Struck by o	r crush hazard	Noise levels (>85 dBA)		]	
Hazardous	liquids, vapors, was	ste 🛛 Elevated surfaces / Fall / La	dders [		
		APPLICABLE REGULATI	ON / SOPS / ALERT	rs	
SMS 19.2 V	acuum Trucks			]	
		MINIMUM PERSONAL PROTECTIVE	EQUIPMENT (Che	ck applicable)	
Level A	Hard Hat	High Visibility Vest	Leather St	eel Toe Boots	PFD / Work vest
Level B	Safety Glasse		Disposable	e boot covers	0
Level C	Face Shield	Chemical protective clothin	g Neoprene	Steel Toe Boots	0
Level D	Hearing Prot		Gloves:		
		JOB HAZARD			
ol O	b Steps	Potential Hazards			asures / Special PPE
Beha	ob Meetings vior Based Safety Survey and	<ul> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> <li>Uneven working surfaces and trip</li> </ul>	to a will any Imm Aut sup Perso nea • Inspe	Il involved personne be encouraged to as project details ediate supervisor wil hority and Responsit ervisor if they discov onnel will be instruct r misses or incident ect site for correctal	ed to report any injuries, illnesses, s ble walking surface hazards. Flag o
Equipment Set-up		or damaged	<ul> <li>correct unsafe conditions. Position equipment and hose away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certification testing and serviceable working condition prior to wor</li> <li>Personnel will be pre-selected to perform tasks based or verified competency</li> </ul>		
	cle movements	<ul> <li>Personnel, equipment or hoses struck or crushed by moving vehicles or equipment</li> <li>Vehicles not inspected prior to movements. Unsafe for travel.</li> <li>Unsecured items create dropped object or road hazards.</li> </ul>	<ul> <li>Ground guides will be used for equipment in Non-essential personnel will clear the trave path will be confirmed as clear prior to me.</li> <li>Vehicles will be inspected by drivers prior to after travel for potential damage.</li> <li>Vehicles will be inspected to ensure that the loose items and that loads are secured protos for the travel for the shore to fall on the ground and pick them up. Do catch mooring lines from the M/V.</li> <li>When mooring the vessel, keep hands, finge other body parts from between the mooring bits on the dock</li> <li>Never work alone. All personnel within 5' of are required to wear a USCG approved PFD "man overboard" procedures prior to work. and recovery plan in place.</li> </ul>		el will clear the travel path. Travel as clear prior to movements. ed by drivers prior to travel and al damage. ed to ensure that there are no bads are secured properly.
	ring Vessel and ing near water	<ul> <li>Personnel struck by thrown lines of 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>			d pick them up. Do not attempt to n the M/V. I, keep hands, fingers, arms, and all between the mooring line and the rsonnel within 5' of the docks edge USCG approved PFD. Always discuss dures prior to work. Have life ring ace.
5. Conr	ecting hoses	<ul> <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>Slin/trin/fall hazards while working</li> </ul>	incl par • Trar hos incl as l	uding cam-lock conr ts or equipment nsfer hoses can be h es employees shall i uding keeping your ifting with your knee	nd avoid all crush/pinch points: nections, vehicles and other moving leavy and when handling these use proper ergonomic practices back as straight as possible as well es and not your back ping and maintain situational





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





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