



**Couvillion Group, LLC**  
**MC 20 Hydrocarbon Pump-Off #26-27 Results**  
**Report**

**Document #: Couv-MC20-O&M-RPT-DOC-**  
**00053**

**4/28/2021**

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Revision	Date	By	Check	Approve	Remarks
0	4/28/21				Initial Document

## **Preface:**

During Couvillion Group's twenty sixth collection cycle a crew member on board the OSV Brandon Bordelon tested positive for COVID-19. Additionally, forecasted weather estimated conditions of up to 30 kt winds and max wave height of 14' which are beyond the safe working conditions for pump off operations. Due to COVID-19 policies and operational safety protocols, pump off 26 was stopped early in efforts to minimize the spread of COVID-19 and minimize vessel downtime due to weather. During pump off 26 the Alpha, Bravo, Charlie, and Echo storage tanks were offloaded, but the Delta storage container was not able to be offloaded. In order to normalize collection rates and quantities of pump off 26, the collected hydrocarbons from pump offs 26 and 27 were combined in the frac tanks at the Couvillion Yard in Port Fourchon, La. This report herein summarizes both pump off 26 and 27 over a period of 46.0 days.

## **Summary:**

Couvillion Group's Rapid Response Collection System initiated its twenty sixth collection cycle on 2/21/2021 and completed the cycle on 3/15/2021 resulting in a collection duration of 22.4 days. Using the OSV Brandon Bordelon the collected hydrocarbon fluids that were recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Port Fourchon, Louisiana. Vessel to Dockside Transfer commenced on 3/18/2021, with 472.6 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping. On 4/1/2021 pump off 26 fluids were decanted and 73.8 bbl of water was removed from the frac tanks resulting in 398.8 bbl of hydrocarbons remaining in the frac tanks from pump off 26.

Couvillion Group's Rapid Response Collection System initiated its twenty seventh collection cycle on 3/15/2021 and completed the cycle on 4/8/2021 resulting in a collection duration of 23.4 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 4/10/2021. The frac tanks on land at the Couvillion Dock were strapped and contained a total of 396.0 bbl of hydrocarbon fluids which is 0.7% difference from the 398.8 bbl of hydrocarbons recorded in the tank on 4/1/2021. 544.3 bbl of hydrocarbon fluids were transferred from the OSV Brandon Bordelon to onshore frac tanks 1-3 according to NRC frac tank strapping from pump off 27. The quantity of fluids from Pumpoff 26 and 27 fluids as of 4/10/2021 totaled 940.3 bbl.

On the morning of 4/20/2021 Couvillion Group confirmed the initial measurement of 940.3 bbl of hydrocarbon that remained in tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the decanting process began. On 4/1/2021 hydrocarbon fluids collected on pumpoff 26 were decanted and 73.8 bbl of water was removed from frac tanks 1-3. An additional 66.6 bbl of water was decanted from frac tanks 1-3 during the week of 4/19/2021. Total decanted quantity for pumpoffs 26-27 total 66.6 bbl. 62.2 bbl of liquids remained in the frac tanks from pump offs 26-27 as residuals which were later transferred to frac tank 4 for further decant. A gross total of 811.7 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 792.8 bbl of oil was transferred from tanks 1-3 in the Port Fourchon Yard to the Acadiana Oil Company in Berwick, Louisiana. Total fluid reconciliation for frac tanks 1-3 was within -0.3 %.

Along with the processing of frac tanks 1-3 Couvillion Group processed the 4th frac tank which is referred to as the residual tank. The residual tank had an initial volume of 216.9 bbl of hydrocarbon fluids. A total of 60.2 bbl of water was decanted out of the frac tank and sent to E.R.R Evergreen LLC in Belle Chasse, La for disposal via vac truck. Following water truck transfers, 132.5 bbl of hydrocarbon fluids were sent to Acadiana Oil in Berwick, La. After temperature and BS&W deductions a net total of 127.0 bbl of oil

was transferred from tanks 1-3 in the Port Fourchon Yard to the Acadiana Oil Company in Berwick, Louisiana. After processing was completed 23.8 bbl of hydrocarbon fluids were left in the 4<sup>th</sup> frac tank for processing at a later date. Total fluid reconciliation for frac tank 4 was within -0.2%

### **Procedures Followed:**

Couvillion Group and the associated companies participating in the collection and transportation of hydrocarbon fluids from the MC-20 site to the Acadiana Oil Company site have compiled a set of procedures that are followed throughout the process. The MC20 Response Disposal Plan with associated documentation pertaining to custody transfer and hydrocarbon fluids measurements for this report are in Appendix I. Appendix II includes the NRC waste handling documentation.

### **Execution:**

#### **Offshore Collection of Hydrocarbon Fluids at MC 20 Site:**

The Brandon Bordelon OSV moved in place on location for pump off 26 at MC20 on 3/16/2021 at 0755 hrs. An as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. Pumping commenced at 1755 hrs on 3/16/2021 and ended at 0643 on 3/17/2021. Fluids were sampled on the vessel every 20 minutes for field analysis to determine the estimated oil to water ratios until water breakthrough occurred and collection operations were then stopped. **A total of 498.2 bbl of hydrocarbon fluid was collected according to the tank strap measurement taken offshore.** Upon pump off completion the hoses and pump were surfaced and flushed with saltwater that was sent to a filtration system for treatment and over boarding.

The Brandon Bordelon OSV moved in place on location for pump off 27 at MC20 on 4/8/2021 at 0920 hrs. An as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. Pumping commenced at 0000 hrs on 4/9/2021 and ended at 0740 on 4/9/2021. Fluids were sampled on the vessel every 20 minutes for field analysis to determine the estimated oil to water ratios until water breakthrough occurred and collection operations were then stopped. **A total of 553.0 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 3/18/2021 at 0215 with the hydrocarbon fluids collected from pump off 26. At 0600 on 3/18/2021 hoses were run from the tanks on the vessel through a diaphragm pump which was on the Couvillion dock and then run to 500 bbl frac tanks. The pump-off process was begun and continued until all MPT tanks aboard the OSV Brandon Bordelon were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel was emptied, then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 472.6 bbl.** With dockside transfer complete, the fluid was allowed to settle out water from the oil before transfer of the oil from the frac tanks to tank trucks. A total of 73.8 bbls of water was decanted leaving 398.8 bbls remaining in frac tanks 1-3.

Hydrocarbons collected on pump off 26 were combined with hydrocarbons collected on pump off 27 during the pump off 27 vessel to dockside transfer. The OSV Brandon Bordelon arrived at the Couvillion Dock in Port Fourchon at 0500 on 4/10/2021. At 0600 on 4/10/2021 hoses were run from the tanks on the vessel through a diaphragm pump which was on the Couvillion dock and then run to 500 bbl frac tanks. Prior to initiating the pump-off process the frac tanks were strapped and contained a total of 396.0 bbls of hydrocarbon fluids **The frac tanks on land at the Couvillion Dock were strapped and contained a total of 396.0 bbl of hydrocarbon fluids** which is 0.7% difference from the 398.8 bbl of hydrocarbons recorded earlier. The pump-off process then began and continued until all MPT tanks aboard the OSV Brandon Bordelon were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel was emptied, then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 544.3 bbl**. The hydrocarbons transferred during pump off 27 were combined with the hydrocarbons collected on pump off 26. **After the pump off 27 transfer there was a total of 940.3 bbl of hydrocarbon fluid to be processed for recycle**. With dockside transfer complete, the fluid was allowed to settle out water from the oil before transfer of the oil from the frac tanks to tank trucks.

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

On the morning of 4/21/2021 at 06:00 hrs the first round of frac tanks to tank truck transfers commenced. A hose was attached to the frac tank and ran through a diaphragm pump into a tank truck. Pumping commenced and the first truck received 143.7 bbl of hydrocarbon fluids and the second truck received 142.6 bbl of hydrocarbon fluids. The second day of frac tank to tank truck transfers began on 4/22/2021 at 06:00. The first truck was loaded with 123.5 bbl of hydrocarbon fluids, and the second truck was loaded with 146.4 bbl of hydrocarbon fluid, and the third truck was loaded with 144.1 completed the bbl of hydrocarbon fluid. On 4/23/2021 the final day of truck transfers commenced for pump off 26-27, the final truck for pump off 26-27 was loaded with 111.4 bbl of hydrocarbon fluid. There was a total of 62.2 bbl of residual fluids which remained in frac tanks 1-3 which was sent to frac tank 4 for further decant. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Total fluid reconciliation for frac tanks 1-3 was within -0.3%

On the Morning of 4/21/2021 residual tank 4 processing commenced and frac tank 4 started with a total quantity of 216.9. Between 4/21/2021 and 4/23/2021 a total of 60.2 bbl of water was sent for disposal at E.R.R. Evergreen in Belle Chasse, La. On 4/23/2021 a final product removal of 132.5 bbl of hydrocarbons were loaded into a truck from residual tank 4 and sent to Acadiana Oil in Berwick, La. After frac tank 4 processing 23.8 bbl of hydrocarbon fluids remained in the tank for further decanting. Total reconciliation for frac tank 4 was within -0.2%

## Truck to Facility Transfer

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

## Summary Tally and Running Totals:

The tables below show an oil tally, a total fluid reconciliation and a flow rate calculation. In total 472.6 bbl of hydrocarbon fluid from pump off 26 and 544.3 bbl of hydrocarbon fluid from pump off 27 was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 811.7 bbl to the Acadiana Oil Company, which netted out to a total of 792.8 bbl. From a total fluid reconciliation standpoint, measurements at different site locations were within -0.3 % for frac tanks 1-3. The calculated flow rate during the 46.0-day collection cycle offshore was 17.2 bbl/day or 722.4 gallon/day. Since installation of the RRS in April 2019, Couvillion Group has collected an average of 22.0 bbl/ day or 924.0 gal/day. Monthly pumpoff collection rates reflect collection rates which are not inclusive of product that remains in the residual tank. This causes monthly collection rates to appear slightly lower than the historic average. **As of the end of this pump off campaign 711,450.6 gallons of salvaged crude oil has been contained from the MC-20 site.**



# Total Fluid Reconciliation

		Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1 Total Fluids to Acadiana NRC Frac Strap (bbl)	Truck 2 Total Fluids to Acadiana NRC Frac Strap (bbl)	Truck 3 Total Fluids to Acadiana NRC Frac Strap (bbl)	Truck 4 Total Fluids to Acadiana NRC Frac Strap (bbl)	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
Pump Off #1	4/26/2019 5/6/2019	215.7	0.0	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019 5/8/2019	223.5	15.6	101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019 5/16/2019	331.2	0.0	103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019 6/20/2019 6/21/2019	905.5	32.5	139.4 137.7 48.5	138.7 140.7 0.0	0.0 140.6 0.0	0.0 144.1 0.0	0.6	310.6 563.1 49.1 922.8	-1.8
Pump Off #5	7/31/2019 8/1/2019 8/2/2019 PO4: Total	1196.6	96.3	139.2 139.1 99.8	142.7 140.7 101.0	146.0	138.0	45.2	281.9 563.8 246.0 1188.0	-0.7
Pump Off #6	8/26/2019 8/27/2019 PO6: Total	874.6	56.8	141.7 140.5	140.3 137.2	141.5 61.3		57.9 *	480.3 396.9 877.2	0.3
Pump Off #7	9/23/2019 9/24/2019 PO7: Total	880.4	41.3	138.0 144.4	144.3 143.7	142.6 55.3		55.3 *	466.2 398.7 864.9	-1.8
Pump Off #8	10/21/2019 10/22/2019 10/23/2019	787.4	27.2	143.9 137.7	154.3 130.0	144.0			27.2 442.2 267.7	
Residual Tank	10/23/2019 PO8: Total	205.1	53.5			125.4		66.4	245.3 982.4	-1.0
Pump Off #9	11/19/2019 11/20/2019 PO9: Total	757.8	32.0	142.3 145.6	143.8 92.1	145.3		55.6	463.4 293.3 756.7	-0.1
Pump Off #10	12/17/2019 12/18/2019 PO10: Total	942.8	33.4	142.0 146.4	71.4 144.3	146.4 144.0	47.4	73.9	393.2 556.0 949.2	0.7
Pump Off #11	1/9/2020 1/10/2020	691.0	39.2	128.7 79.4	128.0 92.6	129.8		72.7	498.4 172.0	
Residual Tank	1/8/2020 PO11: Total	307.0	81.5	141.9				121.7	345.1 1015.5	1.8
Pumpoff #12	2/11/2020 2/12/2020 2/13/2020 PO12: Total	722.5	49.1	120.8 93.6 149.5	102.1 114.2	99.0		87.5 *	49.1 324.6 355.1 728.8	0.9
Residual tank	2/17/2020 2/18/2020 Resid Total	265.8	93.6 23.5	108.2				121.7	201.8 145.2 347	-1.8
Pumpoff #13	3/11/2020 3/12/2020 3/13/2020 PO13: Total	570.2	39.6 2.8	114.5 93.6	138.3 120.0			63.7	39.6 255.6 277.3 572.5	0.4
Pumpoff #14	4/15/2020 4/16/2020 4/17/2020 PO14: Total	928.8	55.1	147.2 144.9	145.2 144.1	148 87.4		65.4	55.1 440.4 441.8 937.3	0.9
Residual tank	4/13/2020 4/14/2020	244.1	67.6	149.9				26.6	67.6 176.5 244.1	0.0
Pumpoff #15	5/6/2020 5/7/2020 5/8/2020 PO15: Total	783.1	18.3 1.2	150.3 147.2	148.0 131.7	145.2		40.0	18.3 444.7 318.9 781.9	-0.2
Pumpoff #16	5/27/2020 5/28/2020 5/29/2020 PO16: Total	583.3	25.3	142.1 138.0	135.1	115.0		27.8	25.3 142.1 415.9 583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020 7/9/2020 7/10/2020 PO17: Total	956.3	23.6 2.4	149.1 150.7	148.8 137.1	149.2 119.9		63.3	23.6 449.5 471 944.1	-1.3
Pumpoff #18	7/22/2020 7/27/2020 7/28/2020	642.6	14.3 13.6	129.9 66.0	140.6	138.2	139.8	0.0	642.4	0.0
Residual Tank	7/22/2020 7/28/2020	299.6	67.2 31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020 9/2/2020	886.4	7.8	128.2 131.2	135.5 135.9	135.9	134.8	76.2 189.7	885.5 189.7	-0.1
Residual Tank	8/31/2020	292.6	102.9					24.8		
Pumpoff #20	9/29/2020 9/30/2020	450.9	52.9	144.0 85.7	143.5				450.9	0.0
Residual Tank	9/30/2020 10/1/2020	273.2	116.1 2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020 10/16/2020	610.1	14.0	139.0 147.2	145.3 136.0			28.6	610.1	0.0
Residual Tank	10/14/2020 10/15/2020	293.4	111.8 132.1					49.5	293.4	0.0
Pumpoff #22	11/16/2020 11/17/2020	673.2	68.7 2.7	146.5 133.2	143.4	146.4		32.3	673.2	0.0
Pumpoff #23	12/30/2020 12/31/2020	784.3	30.3	146.1 145.3	146.8 113.9	145.2		56.7	784.3	0.0
Pumpoff #24	1/27/2021 1/28/2021 2/19/2021	663.9	23.3	140.2 146.0	150.7	115.3		68.5	655.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9				32.8	164.8	0.0
Pumpoff # 25	3/3/2021 3/8/2021 3/9/2021	738.1	26.1 5.7	144.6 144.1	146.5 77.3	146.0		47.8	738.1	0.0
Pumpoff # 26-27	4/1/2021 4/20/2021 4/21/2021 4/22/2021 4/23/2021	1016.9	73.8 60.2 6.4	143.7 123.5 111.4	142.6 146.4	144.1		62.2	1014.3	-0.3
Residual Tank	4/21/2021 4/22/2021 4/23/2021	216.9	9.4 18.2 32.6	132.5				23.8	216.5	-0.2

## Barrels of Oil Collected Daily

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Collection Duration for 1st Trip	4/12/2019	0:00	4/23/2019	1:05	11.0	187.4	17.0	715.7 gallons/day
Collection Duration for 2nd Trip	4/23/2019	1:05	4/30/2019	21:09	7.9	181.6	23.0	965.6 gallons/day
Collection Duration for 3rd Trip	4/30/2019	21:09	5/12/2019	23:20	12.1	295.7	24.4	1026.5 gallons/day
Collection Duration for 4th Trip	5/12/2019	23:20	6/13/2019	17:17	31.5	850.0	27.0	1132.3 gallons/day
Collection Duration for 5th Trip	6/13/2019	17:17	7/21/2019	1:40	37.4	983.7	26.3	1104.7 gallons/day
Collection Duration for 6th Trip	7/21/2019	1:40	8/18/2019	3:15	28.6	757.2	26.5	1112.0 gallons/day
Collection Duration for 7th Trip	8/18/2019	3:15	9/12/2019	22:30	25.8	749.2	29.0	1219.6 gallons/day
Collection Duration for 8th Trip	9/12/2019	22:30	10/9/2019	10:15	26.5	675.8	25.5	1071.1 gallons/day
Collection Duration for 9th Trip	10/9/2019	10:15	11/10/2019	1:05	31.6	659.1	20.8*	875.5 gallons/day
Collection Duration for 10th Trip	11/10/2019	1:05	12/6/2019	10:25	25.9	818.6	31.6*	1327.5 gallons/day
Collection Duration for 11th Trip	12/6/2019	10:25	12/31/2019	22:25	25.5	567.2	22.2	934.2 gallons/day
Collection Duration for 12th Trip	12/31/2019	22:25	1/30/2020	17:50	29.8	528.8	17.7	745.3 gallons/day
Collection Duration for 13th Trip	1/30/2020	17:50	3/2/2020	2:00	31.3	456.4	14.6	612.4 gallons/day
Collection Duration for 14th Trip	3/2/2020	2:00	4/2/2020	1:15	31	798.4	25.8	1081.7 gallons/day
Collection Duration for 15th Trip	4/2/2020	1:15	4/25/2020	15:45	23.1	707.7	30.6	1286.7 gallons/day
Collection Duration for 16th Trip	4/25/2020	15:45	5/15/2020	18:40	20.1	513.0	25.5	1071.0 gallons/day
Collection Duration for 17th Trip	5/15/2020	18:40	6/18/2020	22:55	34.2	834.4	24.4	1024.8 gallons/day
Collection Duration for 18th Trip	6/18/2020	22:55	7/12/2020	15:10	23.7	601.5	25.4	1066.8 gallons/day
Collection Duration for 19th Trip	7/12/2020	15:10	8/13/2020	6:00	33.6	785.5	23.4	982.8 gallons/day
Collection Duration for 20th Trip	8/15/2020	6:00	9/2/2020	13:25	18.3	357.4	19.5	819.0 gallons/day
Collection Duration for 21st Trip	9/2/2020	13:25	10/4/2020	15:20	32.1	548.3	17.1	718.2 gallons/day
Collection Duration for 22nd Trip	10/4/2020	15:20	11/3/2020	16:10	30.0	532.4	17.7	743.4 gallons/day
Collection Duration for 23rd Trip	11/3/2020	16:10	12/10/2020	13:00	36.9	655.4	17.8	747.6 gallons/day
Collection Duration for 24th Trip	12/10/2020	13:00	1/9/2021	9:15	29.8	517.5	17.4	730.8 gallons/day
Collection Duration for 25th Trip	1/9/2021	9:15	2/21/2021	11:30	43.1	624.7	14.5	609.0 gallons/day
Collection Duration for 26th Trip	2/21/2021	11:30	3/15/2021	22:25	22.4	-	-	-
Collection Duration for 27th Trip	3/15/2021	22:25	4/8/2021	12:35	23.6	-	-	-
Collection Duration for 26-27th Trip	2/21/2021	11:30	4/8/2021	12:35	46.0	792.8	17.2	722.4 gallons/day

## Barrels of Oil Collected Per Day Since RRS Install

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Average collection to date less residual tank	4/12/2019	0:00	4/8/2021	12:35	727.5	15,979.8	22.0	924.0 gallons/day
Total Collection to date	4/12/2019	0:00	4/8/2021	12:35	727.5	16,939.3	23.3	978.6 gallons/day

## Totals from Pump off 1-27

	Bbl	Gal
Net Oil collected	16,939.3	711,450.6
Total Oily fluids collected:	19,022.2	756,222.6



# **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: 3-18-21

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	(STBD) 308.9	300.4	300.4	
Tank 2	0				
Tank 3	0	(PORT) 189.3	172.2	172.2	
Total	- 0 -	498.2	472.6	472.6	-5.4%

Note: If the % Difference is greater than 3% please attempt to explain the difference: Due to the list of the vessel ~~we~~ were not able to get an accurate reading on the tanks.

Sign-off by: USCG Rep Signed Name \_\_\_\_\_, Printed Name \_\_\_\_\_ Date: 18 Mar 21

Couvillion Rep Signed Name: \_\_\_\_\_, Printed Name \_\_\_\_\_ Date: 3/18/2021

Cypress Rep Signed Name \_\_\_\_\_, Printed Name \_\_\_\_\_ Date: 3/18/2021

NRC Rep Signed Name \_\_\_\_\_, Printed Name \_\_\_\_\_ Date: 3/18/2021

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

Date: 4/10/21

Time Transfer Ended: 0920

	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	110.8	Port 216.0	323.3	212.5	
Tank 2	285.2		285.2	0.0	
Tank 3	0.0	Starboard 337.0	331.8	331.8	
Total	396.0	553.0	940.3	544.3	-1.6%

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

Sign-off by:	USCG Rep	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date:	<u>10 April 21</u>
	Couvillion Rep	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date:	<u>4/10/21</u>
	Cypress Rep	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date:	<u>4/10/2021</u>
	NRC Rep	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date:	<u>4/10/2021</u>

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

Date: 4-1-21

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1	172.2	112.0	60.2
Tank 2	300.4	286.8	13.6
<i>residual</i> Tank <del>3</del> 4	216.9	207.5	9.4

**Residual Volume left in Tanks**

	Strap Measurement bbl
Tank 1	112.0
Tank 2	286.8
<i>residual</i> Tank <del>3</del> 4	207.5

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

Printed Name

Date: 01 Apr 21

Couvillion Rep

Signed Name

Printed Name

Date: 4-1-21

NRC Rep

Signed Name

Printed Name

Date: 4-1-21

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

Date: 4/20/21

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1	323.3	288.7	34.6
Tank 2	285.2	282.9	2.3
Tank 3	331.8	308.5	23.3
Tank 4	207.1	188.9	18.2

**Residual Volume left in Tanks**

	Strap Measurement bbl
Tank 1	288.7
Tank 2	282.9
Tank 3	308.5
Tank 4	188.9

Sign-off by: USCG Rep(Optional)	Signed Name	Printed Name	Date: <u>26 APR 21</u>
	Couvillion Rep	Signed Name	Printed Name
			Date: <u>4/20/21</u>
	NRC Rep	Signed Name	Printed Name
			Date: <u>4/20/21</u>

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

Date: 4/20/21 Time: 0800

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	323.3	323.3		288.7		34.6		
Tank 2	285.2	285.2		282.9		2.3		
Tank 3	331.8	331.8		308.5		23.3		
Tank 4	207.1	207.1		188.9		18.2		
Total	940.3	Residual Tanks 207.1	940.3	Residual Tanks 207.1	880.1	Residual Tanks 188.9	60.2	Residual Tanks 18.2

Sign-off by: USCG Rep (optional) Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 20 APR 21

Couvillion Rep Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 4/20/21

NRC Rep Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 4/20/21

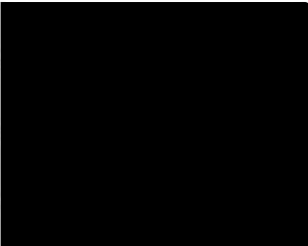
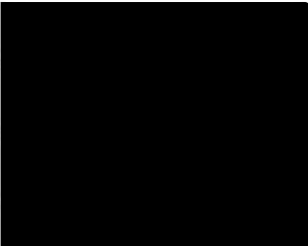
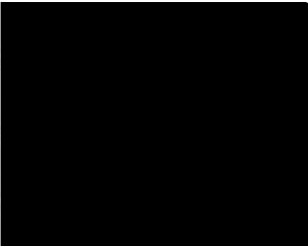
## Attachment C: WASTE MANAGEMENT TRACKING FORM

### Oil Water Transportation and Net Crude Oil

Start Shipments Date: 4-21-21

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	L+B	7508	4/21	AOC	143.7		
2	L+B	7633	4/21	AOC	142.6		
Total Volumes Shipped by Gallons/bbls					286.3		

End of Shipments date: 4-21-21

Sign-off by: USCG Rep (Optional) Signed Name		Printed Name	Date: <u>21 Apr 21</u>
Couvillion Rep Signed Name:		Printed Name	Date: <u>4-21-21</u>
NRC Rep Signed Name:		Printed Name	Date: <u>4-21-21</u>



Couvillion Group, LLC

## Attachment C: WASTE MANAGEMENT TRACKING FORM

### Oily Water Transportation and Net Crude Oil

Start Shipments Date: 4/22/21

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
3	L+B	7508	4/22	AOC	123.5		
4	L+B	7633	4/22	AOC	146.4		
5	L+B	7569	4/22	AOC	144.1		
Total Volumes Shipped by Gallons/bbls					414.0		

End of Shipments date: 4/22/21

**Sign-off by:** USCG Rep (Optional) Signed Name: [Redacted] Printed Name: [Redacted] Date: 22 APR 21  
 Couvillion Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 4/22/21  
 NRC Rep Signed Name: [Redacted] Printed Name: [Redacted] Date: 4/22/21





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

Date: 4/22/21 Time: 0600

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

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	323.3	288.7	282.9	5.8
Tank 2	285.2	—	—	0
Tank 3	331.8	164.8	164.4	0.4
Tank 4	207.1	188.9	156.3	32.6
Total				6.4   residual 32.6

Sign-off by: USCG Rep (optional) Signed Name \_\_\_\_\_ Printed Name \_\_\_\_\_ Date: 22 APR 21  
 Couvillion Rep Signed Name \_\_\_\_\_ Printed Name \_\_\_\_\_ Date: 4/22/21  
 NRC Rep Signed Name \_\_\_\_\_ Printed Name \_\_\_\_\_ Date: 4/22/21



# Attachment C: WASTE MANAGEMENT TRACKING FORM

## Oily Water Transportation and Net Crude Oil

Start Shipments Date: 4-23-21

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Venice Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
6	L+B	7508	4/23	AOC	132.5		
7	AOC	228	4/23	AOC	111.4		
Total Volumes Shipped by Gallons/bbls					243.9		

End of Shipments date: 4-23-21


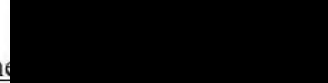
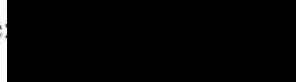
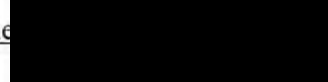
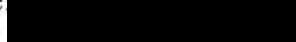

Sign-off by: USCG Rep (Optional)	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date: <u>23 APR 21</u>
Couvillion Rep	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date: <u>4/23/21</u>
NRC Rep	Signed Name:	[Redacted]	Printed Name	[Redacted]	Date: <u>4-23-21</u>

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

#### **Transportation Tracking of Petroleum Contaminated Solids**

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

\* NO Solids

**Sign-off by:** USCG Rep(Optional) Signed Name  , Printed Name  Date: 23 APR 21  
 Couvillion Rep Signed Name  , Printed Name  Date: 4-23-21  
 NRC Rep Signed Name  , Printed Name  Date: 4-23-21



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

Date: 4-23-21

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	27.4
Tank 2	16.8
Tank 3	18.0
Tank 4	23.8

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

, Printed Name

Date: 23 APR 21

Couvillion Rep Signed Name:

, Printed Name

Date: 4-23-21

NRC Rep Signed Name:

, Printed Name

Date: 4-23-21

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

Date: 4-1-21 Time: \_\_\_\_\_

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

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	172.2	172.2	112.0	60.2
Tank 2	300.4	300.4	286.8	13.6
<i>residual</i> Tank 3		216.9	207.5	9.4
Total		T1-3 472.6	T1-3 398.8	Tank 1-3 73.8
		<i>residual tank</i> 216.9	<i>residual tank</i> 207.5	<i>residual tank</i> 9.4

Sign-off by: USCG Rep (optional) Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 01 Apr 21

Couvillion Rep Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 4-1-21

NRC Rep Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 4-1-21

# **Appendix II**

## **NRC Waste Handling Documentation**

**DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER**

<b>Date:</b> 4-10-21	<b>Location:</b> MC-20 GTS Shipyard		
<b>Facility/Vehicle Number:</b>	<b>Start Time</b>	<b>End Time</b>	
<b>Vessel Name:</b> Brandon Bardelon	0645	0920	
<b>Vessel Official Number:</b>	<b>Vessel Capacity (Total) (bbls):</b>		
<b>Product Transferred:</b> Crude oil	<b>Est. Transfer Volume (bbls):</b>		

**Note For Emergency Notification Discharge amounts (Gallons):**

Average most probable:  
 Maximum most probable:  
 Worst case discharge:

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

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

<input checked="" type="checkbox"/>	<b>TOPIC</b>	<b>PIC Delivering</b>	<b>PIC Receiving</b>
	Verify PIC designation/qualification 33 CFR 154.710, 154.730, 154.740(b)	TJ	2F
	Person In Charge (PIC): In Immediate Vicinity and Available	TJ	2F
	Personnel: Capable/Unimpaired	TJ	2F
	Name, title and location of each person participating in the transfer operation	TJ	2F
	MC 20 Subsea Storage Offloading Operations & Maintenance Manual present with procedures and particulars of the transfer and receiving systems to be followed and verified with key personnel involved in these operations	TJ	2F
	Watch and shift arrangements discussed	TJ	2F
	Cargo is Authorized for transfer <i>to or from</i> tanks	TJ	2F
	Discuss if transfer will need to stopped to change tanks – <i>supply or receiving facility</i>	TJ	2F
	Discuss transfer rates and max allowable to receiving facility	TJ	2F
	(Facility/Vessel) properly vented (monitoring vacuum and positive tanks pressure)	TJ	2F
	Communications & No Language Barrier	TJ	2F
	<b>§ Hoses and Connection - 33CFR 154.500</b>		
	Nonmetallic hoses usable for oil or hazardous material service	TJ	2F
	Proper connections (must be one of the following):	TJ	2F
	Fusion 100 hammer union connections	TJ	2F
	Quick-disconnect coupling present on suction side of pump	TJ	2F
	Examine transfer hose markings or records.	TJ	2F
	Name of product handled; example "OIL SERVICE," or "HAZMAT SERVICE"	TJ	2F
	<b>§ Examine Transfer Hose condition - 33CFR 156.170</b>		
	No unrepaired kinks, bulges, soft spots, loose covers, other defects	TJ	2F
	No cuts, slashes, or gouges that penetrate the first layer of hose reinforcement	TJ	2F
	No external/internal deterioration	TJ	2F
	<b>§ Emergency shutdown - 33CFR 156.170</b>		
	<b>Test emergency shutdown - 33CFR 154.550 - who controls the emergency shutdown</b>	TJ	2F
	Communication system continuously operated.	TJ	2F
	Verify operating properly (Electric, pneumatic, or mechanical link to facility; electronic voice)	TJ	2F
	Record test info in physical information.	TJ	2F
	<b>§ Examine closure device - 33CFR 154.520</b>		
	Verify enough to blank off ends of each hose /loading arm not connected for transfer	TJ	2F
	<b>§ Inspect Small Discharge Containment - 33CFR 154.530</b>		
	Inspect handling area and verify capacity (not less than 5 gallons).	TJ	2F

*Pre-Transfer Conference and Agreement (Continued)*

<input checked="" type="checkbox"/>	<u>TOPIC</u>	PIC Delivering	PIC Receiving
<b>§ Inspect discharge containment equipment for oil &amp; hazardous liquids - 33CFR 154.545</b>			
	Verify booming for oil or hazmat transfer (if required by COTP).	TJ	ZF
	Verify adequate amount of equipment and/or absorbent material for initial response	TJ	ZF
	Inspect condition of response equipment stored on facility (if applicable).	TJ	ZF
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	TJ	ZF
	Verify means of deployment.	TJ	ZF
<b>§ Means of Communication - 33 CFR 154.560</b>			
	Verify continuous two-way voice communication between vessel and facility PICs.	TJ	ZF
<b>Communications must meet the following requirements...</b>			
<b>Portable Radio:</b>			
	IF Flammable or Combustible Liquids	TJ	ZF
	1. Marked or documented as intrinsically safe.	TJ	ZF
	2. Certified as intrinsically safe by national testing labor certification organization.	TJ	ZF
<b>Voice</b>			
	1. Be audible.	TJ	ZF
	Test communications. SAT <input type="checkbox"/> UNSAT <input type="checkbox"/>	TJ	ZF
<b>§ Inspect lighting systems - 33 CFR 154.570</b>			
	Verify portable lighting for operations between sunrise and sunset (if applicable).	TJ	ZF
	At transfer operations work areas for facility and vessel	TJ	ZF
	At transfer connection points for facility and vessel	TJ	ZF
	Verify sufficient number or fire extinguishers.	TJ	ZF
	Verify protective equipment is ready to operate.	TJ	ZF
	Verify warning signs are adequate.	TJ	ZF
<b>§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCEDURES §</b>			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures		TJ
	Require vessel personnel to use the transfer procedures for each transfer operation		TJ
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		TJ
	Legibly printed language(s) understood by personnel engaged in transfer operation		TJ
	Permanently posted or available and used by members of crew engaged in transfer operation		TJ
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)		TJ
	Arrangements to monitor draft marks during transfer		TJ
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow		TJ
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system		TJ
	Adequate containment on the vessel at loading or discharge connection		TJ
	Drains, Scuppers and overboard discharges closed		TJ
	The number of persons required to be on duty during transfer operations;		TJ
	Procedures for emptying discharge containment system required by §§155.310 and 155.320		TJ
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material		TJ
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785		TJ
	Procedures for topping off tanks		TJ
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		TJ
<i>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.</i>			
[Redacted Name]		TJM	4-10-21 0645
PIC DELIVERING - NAME		TITLE	DATE TIME
[Redacted Name]		PIC	4-10-21 0645
PIC RECEIVING - NAME		TITLE	DATE TIME
<b>TRANSFER COMPLETED:</b>		544.3 Barrels	4-10-21 0920
		AMOUNT (GALLONS)	DATE TIME



**DECLARATION OF INSPECTION**

LOCATION & NAME OF FACILITY Port Fouchon, Couvillion Dock 2/10/2021 0630  
 NAME OF VESSEL Dragon Braderine DATE TRANSFER OPERATIONS STARTS

An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving persons in charge.

Persons in charge indicate by a check (✓), in the appropriate spaces, that the specific requirement has been met.

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

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



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

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

PERSON IN CHARGE OF VESSEL		PERSON IN CHARGE OF FACILITY	
	Title <u>DM</u>		Title <u>AC Dock</u>
	Time <u>0515</u> Date <u>4-10-21</u>		Time <u>0515</u> Date <u>4-10-21</u>

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

MC20 Pump Off 24 of 27

	<b>SAFETY MANAGEMENT SYSTEM</b>  Job Hazard Analysis	  Revision: 08/2015
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<b>TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer</b> <span style="float: right;">04/10/2021</span>				
<b>SUMMARY OF POTENTIAL HAZARDS (Check applicable)</b>				
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall		
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment		
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>		
<b>APPLICABLE REGULATION / SOPS / ALERTS</b>				
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>		
<b>MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)</b>				
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/> _____
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	

**JOB HAZARD ANALYSIS**

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



# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

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



# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

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

### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager			7/27/20
			PM	4/10/2021

### ACKNOWLEDGEMENT

Employee Name	Signature	Date
		4/10/21
		4-10-21





**SAFETY MANAGEMENT SYSTEM**



Job Hazard Analysis

Revision: 08/2015


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

**NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS**


**Date:** 4-10-2024     **Start Time:** 0630     **Job Number:** 19-0192

- 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.

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

### EQUIPMENT

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

### ATTACHMENTS

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



SAFETY MANAGEMENT SYSTEM



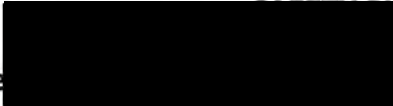
Form 8.1.7

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

Revision: 08/2019

MAN APPROVAL

Site Safety Office



Date 4/10/2021

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
4/10/21	[Redacted]	[Redacted]
4/10/21	[Redacted]	[Redacted]
4/10/21	[Redacted]	[Redacted]
4/10/21	[Redacted]	[Redacted]



3 Trucks

7

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

**TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer** *4-21-21*

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

**JOB HAZARD ANALYSIS**

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul style="list-style-type: none"> <li>The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
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**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

Revision: 08/2015

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### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

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#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager	[Redacted]	[Redacted]	7/27/20
			4-21-21	PM

#### ACKNOWLEDGEMENT

Employee Name	Signature	Date
[Redacted]	[Redacted]	4-21-21
[Redacted]	[Redacted]	4-21-21

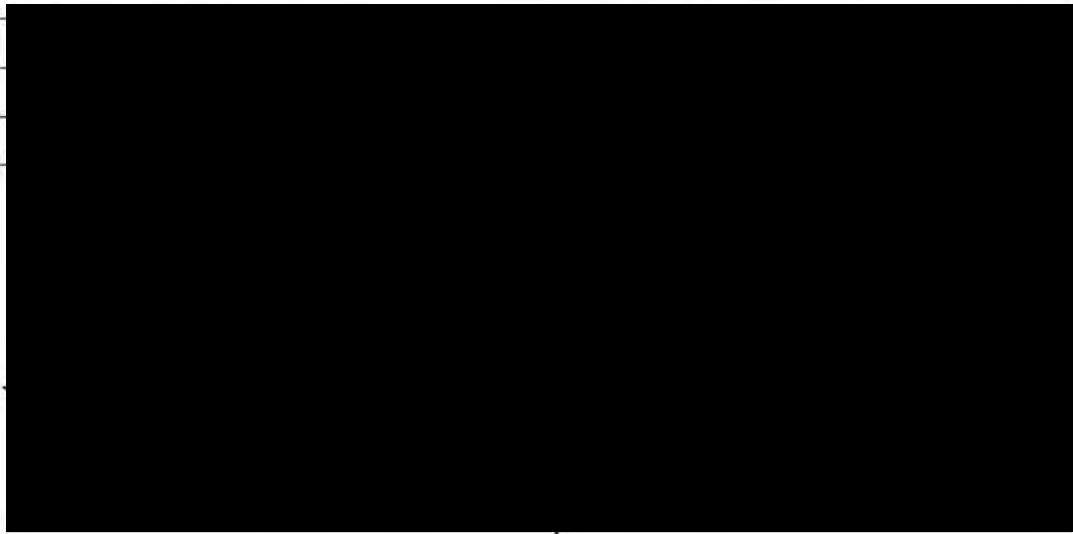


SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015



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Pumpoff #27

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

**TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer** 4/20/21

**SUMMARY OF POTENTIAL HAZARDS (Check applicable)**

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

**APPLICABLE REGULATION / SOPS / ALERTS**

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

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

**JOB HAZARD ANALYSIS**

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



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

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



### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

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

#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager	[Redacted]	PM	7/27/20
				21-28-21

#### ACKNOWLEDGEMENT

Employee Name	Signature	Date
[Redacted]	[Redacted]	4-30-21
[Redacted]	[Redacted]	7/20/21
[Redacted]	[Redacted]	4/20/21

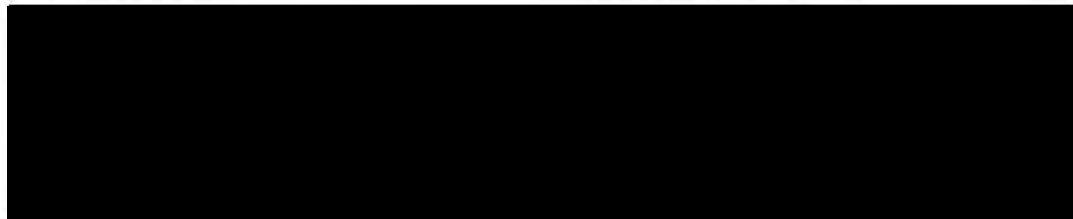


**SAFETY MANAGEMENT SYSTEM**



Job Hazard Analysis



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	4/20/21



3 Trucks



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

**TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer** 4-22-21



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

**JOB HAZARD ANALYSIS**

❶ Job Steps	❷ Potential Hazards	❸ Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul style="list-style-type: none"> <li>The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> <li>Uneven working surfaces and trip hazards.</li> <li>Equipment not certified, not tested or damaged</li> <li>Improper set-up due to untrained or unqualified personnel</li> </ul>	<ul style="list-style-type: none"> <li>Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>
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5. Connecting hoses	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <li>Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back</li> <li>Observe good housekeeping and maintain situational</li> </ul>

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

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p>
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<ul style="list-style-type: none"> <li>Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated</li> <li>A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
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	<b>SAFETY MANAGEMENT SYSTEM</b>	
	Job Hazard Analysis	Revision: 08/2015



① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>detected. PPE will be upgraded according to the concentration of hazards detected.</p> <ul style="list-style-type: none"> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
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12. Decontaminate Personnel	<ul style="list-style-type: none"> <li>Potential for secondary contamination by absorption, injection, or ingestion</li> </ul>	<ul style="list-style-type: none"> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
<b>NRC INCIDENT REPORTING POLICY</b>	<ul style="list-style-type: none"> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

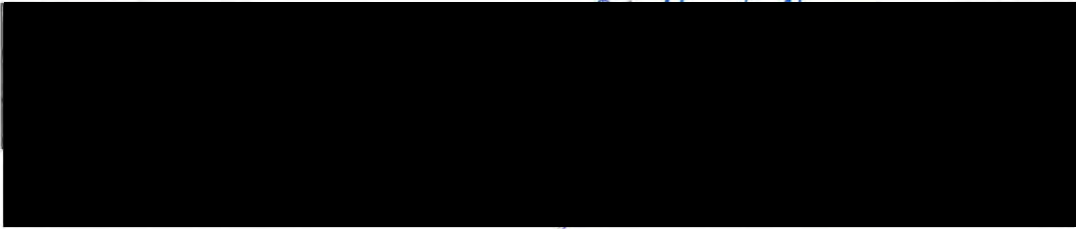
**REVIEW**

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager		PM	7/27/20 4-22-21

**ACKNOWLEDGEMENT**

Employee Name	Signature	Date
	[Signature]	4-22-21
	[Signature]	4/22/21
	[Signature]	4/22/21
	[Signature]	4-22-21

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



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4/22/21



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

Revision: 08/2015

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

*4-23-2021*

**SUMMARY OF POTENTIAL HAZARDS (Check applicable)**

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

**APPLICABLE REGULATION / SOPS / ALERTS**

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

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

**JOB HAZARD ANALYSIS**

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



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

Revision: 08/2015

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



### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

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

#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager	[Redacted]	PM	7/27/20
				4/23/21

#### ACKNOWLEDGEMENT

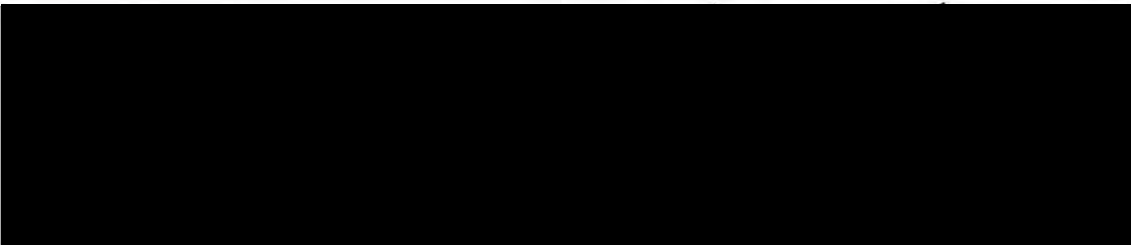
Employee Name	Signature	Date
[Redacted]	[Redacted]	4/23/21
[Redacted]	[Redacted]	4/23/21
[Redacted]	[Redacted]	4/23/21



**SAFETY MANAGEMENT SYSTEM**



Job Hazard Analysis



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# SAFETY MANAGEMENT SYSTEM



## Job Hazard Analysis

Revision: 08/2015

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

4-1-2021

#### SUMMARY OF POTENTIAL HAZARDS (Check applicable)

<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
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#### APPLICABLE REGULATION / SOPS / ALERTS

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

<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
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#### JOB HAZARD ANALYSIS

1 Job Steps	2 Potential Hazards	3 Preventive Measures / Special PPE
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① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> <li>Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated</li> <li>A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
7. Energizing pneumatic equipment	<ul style="list-style-type: none"> <li>Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>Air leaks or blowout causing pressure related injuries.</li> <li>Hearing loss/Injury due to noise levels above 85 decibels</li> </ul>	<ul style="list-style-type: none"> <li>All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> <li>Personnel contacted by crude oil spray or environmental release.</li> <li>Overfilling tank resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Hydrogen Sulfide (H2S) Detected during transfer.</li> </ul>	<ul style="list-style-type: none"> <li>All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. <b>The DOI Declaration of Inspection will be completed prior to operations.</b></li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6'; fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> <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 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. The NRC crew will use a windssock, or other wind direction monitor, located on the dockside location to determine the upwind safe area and will keep personal monitors active to monitor H2S in the area.</li> </ul>



### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
9. Transfer of oil into transporter	<ul style="list-style-type: none"> <li>Personnel contacted by crude oil spray or environmental release</li> <li>Overfilling transportation vessel resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Fall hazards present if personnel are working above 6 feet</li> </ul>	<ul style="list-style-type: none"> <li>All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site.</li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are 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>
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul style="list-style-type: none"> <li>Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed).</li> <li>Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).</li> </ul>
11. Break time	<ul style="list-style-type: none"> <li>Potential for ingestion of petroleum product or other contaminants.</li> <li>Fire hazards from unrestricted smoking</li> <li>Direct sun reduces recovery time for workers during breaks</li> <li>Inadequate water</li> </ul>	<ul style="list-style-type: none"> <li>Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas.</li> <li>Only smoke in designated areas.</li> <li>Ensure that break areas have adequate shade and cooling potential for personnel</li> <li>Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.</li> </ul>
12. Decontaminate Personnel	<ul style="list-style-type: none"> <li>Potential for secondary contamination by absorption, injection, or ingestion</li> </ul>	<ul style="list-style-type: none"> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
13. COVID 19 Protocol	<ul style="list-style-type: none"> <li>Personnel infected with COVID-19 could spread it to others in the work area.</li> </ul>	<ul style="list-style-type: none"> <li>Employees will follow all CDC, Local, State, and Federal guidance regarding Social Distancing. All personnel must remain at least 6' from one another on the worksite at all times. Only personnel essential to the operation will be allowed in the work area.</li> <li>If any employee is displaying symptoms related to COVID19 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</li> </ul>



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① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>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.</p> <ul style="list-style-type: none"> <li>All trucks, handles, switches, controls, doors, etc (frequently touched items) will be decontaminated frequently, at minimum prior to use and once the work task is complete. All personnel on site will have adequate supplies to decontaminate frequently touched surfaces such as disinfectant wipes, hand sanitizer, and a cleaner approved for use as a virucide.</li> <li>All breaks will be taken individually, or employees will set themselves at least 6 feet away from one another to accomplish the social distancing demand due to the current pandemic.</li> </ul>
<b>NRC INCIDENT REPORTING POLICY</b>	<ul style="list-style-type: none"> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	HSEQ Manager	[Redacted]	pm	8/14/2019
				4-1-2021

Employee Name	Signature	Date
[Redacted]	[Redacted]	4-1-21
[Redacted]	[Redacted]	4-1-21
[Redacted]	[Redacted]	4-1-21
[Redacted]	[Redacted]	4-1-21

### NON-HAZARDOUS MANIFEST

#### GENERATOR

Generator \_\_\_\_\_ I.D. # \_\_\_\_\_  
 Address \_\_\_\_\_ Shipping Location \_\_\_\_\_  
 \_\_\_\_\_ Address \_\_\_\_\_  
 Phone \_\_\_\_\_ Phone \_\_\_\_\_

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type
<u>Dirty Water</u>		<u>3293</u>	<u>gal</u>	

#### SHIPPING SEAL NUMBERS

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

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

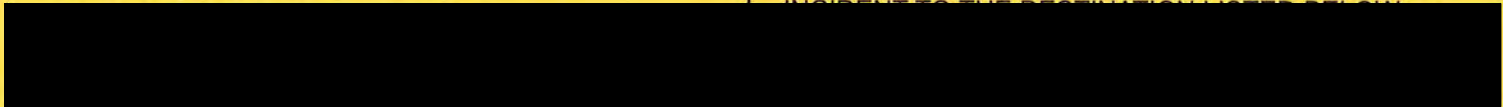
Generator Authorized Agent Name (Print) \_\_\_\_\_ Signature \_\_\_\_\_ Delivery Date \_\_\_\_\_

#### TRANSPORTER

Transporter Name AEIS Driver Name \_\_\_\_\_  
 I.D. # T-071-14306 Truck Number 117-02  
 Address 13040 Chef Yarbrough Hwy Truck Type 90 RB  
New Orleans LA 70129

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

I HEREBY ACKNOWLEDGE THAT THE ABOVE DESCRIBED MATERIALS WERE RECEIVED FROM THE GENERATOR SITE WERE TRANSPORTED WITHOUT VIOLATION TO THE REGULATIONS GOVERNING SUCH



Driver Signature \_\_\_\_\_ Shipment Date \_\_\_\_\_ Driver Signature \_\_\_\_\_ Delivery Date \_\_\_\_\_

#### DESTINATION

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

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS.

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

### NON-HAZARDOUS MANIFEST

#### GENERATOR

Generator \_\_\_\_\_ I.D. # \_\_\_\_\_  
 Address \_\_\_\_\_ Shipping Location \_\_\_\_\_  
 \_\_\_\_\_ Address \_\_\_\_\_  
 Phone \_\_\_\_\_ Phone \_\_\_\_\_

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

#### SHIPPING SEAL NUMBERS

--	--	--	--

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

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

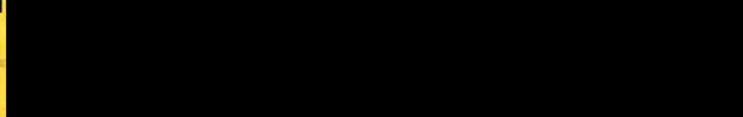
Generator Authorized Agent Name (Print) \_\_\_\_\_ Signature \_\_\_\_\_ Delivery Date \_\_\_\_\_

#### TRANSPORTER

Transporter Name AELS Driver Name Silvia  
 I.D. # T-071-14306 Truck Number VT-62  
 Address 13080 Outfall #001 Hwy 101 Truck Type 9062  
W. Belle Chasse, LA 70037

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

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



Driver Signature \_\_\_\_\_ Shipment Date \_\_\_\_\_

Driver Signature \_\_\_\_\_ Delivery Date \_\_\_\_\_

#### DESTINATION

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

I HEREBY ACKNOWLEDGE RECEIPT OF THE ABOVE DESCRIBED MATERIALS.

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

**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date 4-21-21

Bill of Lading No. 2

**Shipping Order**

L+B Trans  
(Name of Carrier)

Shipper No. 2

Carrier No. 2

TO: Consignee <u>Accodon Oil Corp</u>		FROM: Shipper <u>Conville/Dock 165</u>	
Street <u>1425 R.W. Rd</u>		Street <u>541 D. H. Board</u>	
Destination <u>Brown LA</u>		Zip Code <u>70842</u>	Origin <u>Port Fourchon</u>
Route: <u>L</u>		Vehicle No. <u>7508</u>	SCAC
		Emergency Response Phone Number <u>1887 255 3904</u>	

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>1437</u>	<u>X</u>	<u>UN1267 Petroleum Crude Oil</u>	<u>76000</u>		
<u>511</u>		<u>1437 111</u> <u>127 001</u>			

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

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

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

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

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER'S CERTIFICATION: \_\_\_\_\_  
 PE: \_\_\_\_\_  
 CARRIER'S RECEIPT: \_\_\_\_\_

This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

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

# L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER  
**CHRISB**

ORDER NO.  
**371808**

CUSTOMER  
P.O.

ORDERED BY  
**CHRISB**

RELEASE NO.

LOAD DATE **04/21/21**

TIME **06:00**

LOADING DRIVER **ODDD**

TRUCK NO. **7508**

TRAILER NO. **800280**

DELIVERY DATE **04/21/21**

TIME **11:00**

DELIVERY DRIVER

TRUCK NO.

TRAILER **UNKNOWN**  
NO.

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

CONSIGNEE:  
**ACADIANA OIL**  
1825 River road  
  
Berwick, LA 70342

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

TRAILER  
Shipper  
Signature

REFER TO SHIPPING DOCUMENTS

BASIC DESCRIPTION

QUANTITY  
GAL/WT

DRIVER SPECIAL  
INSTRUCTIONS

TIME DEPARTED FROM TERMINAL:

TIME RETURNED TO TERMINAL:

**ACCESSORIAL CHARGES**

CHECK ALL THAT APPLY 

LOADING  
DELIVERY

PUMP

BLOWER

EXTRA HOSE (FT)

EXTRA STOPS

WASH OUT

IN-TRANSIT HEAT

SCALES/TOLLS

LAYOVER

**TRAILER RENTAL**

DELIVERY DATE:  
PICK UP DATE:

TIME:

TIME:

GROSS

TARE

NET

**WEIGHT DATA**

**LOADING DATA**

ARRIVE: **6:30**

START: **6:50**

FINISH: **7:50**

DEPART: **8:10**

HOURS DELAYED:

REASON DELAYED:

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

RECEIVER'S  
SIGNATURE: 

**DELIVERY DATA**

ARRIVE: **10:15**

START: **10:20**

FINISH: **11:15**

DEPART: **11:30**

HOURS DELAYED:

REASON DELAYED:

**DRIVER REMARKS** **15.00 dollars for Tolls**

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

CONSIGNEE



**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date: 4-21-21

Bill of Lading No. \_\_\_\_\_

**Shipping Order**

L+B Transport  
(Name of Carrier)

Shipper No. \_\_\_\_\_

Carrier No. \_\_\_\_\_

TO: Consignee <u>Acadum Oil Company</u>		FROM: Shipper <u>Coville, Nock (G.I.)</u>	
Street <u>1425 R. &amp; Blvd</u>		Street <u>554 Dumble, Bernad Rd</u>	
Destination <u>Berkeley LA</u>		Zip Code <u>94701</u>	Zip Code <u>90357</u>
Route: <u>1</u>	Vehicle No. <u>7633</u>	SCAC	
Emergency Response Phone Number <u>1303 255 370</u>			

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>1426</u>	<u>X</u>	<u>UN1767 Petroleum Crude Oil</u>		<u>75000</u>		
<u>1426</u>		<u>1426</u>				

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

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

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

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

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER'S CERTIFICATION: [Redacted]

CARRIER'S CERTIFICATION: [Redacted]

2 This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

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

# L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER  
**CHRISB**

ORDER NO.  
**371809**

CUSTOMER  
P.O.

ORDERED  
BY **CHRISB**

RELEASE  
NO.

LOAD DATE **04/21/21**

TIME **06:00**

LOADING DRIVER **HARRID**

TRUCK NO. **7633**

TRAILER NO. **8975**

DELIVERY DATE **04/21/21**

TIME **11:00**

DELIVER DRIVER

TRUCK NO. **7633**

TRAILER NO. **UNKNOWN 8975**

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

CONSIGNEE:  
**ACADIANA OIL**  
1825 River road  
  
Berwick, LA 70342

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

TRAILER  
Shipper  
Signature

REFER TO SHIPPING DOCUMENTS

BASIC DESCRIPTION

QUANTITY  
GAL/WT

DRIVER SPECIAL  
INSTRUCTIONS

TIME DEPARTED FROM TERMINAL:

TIME RETURNED TO TERMINAL:

**ACCESSORIAL CHARGES**

CHECK ALL  
THAT APPLY



LOADING  
DELIVERY

PUMP

BLOWER

EXTRA HOSE (FT)

EXTRA STOPS

WASH OUT

IN-TRANSIT HEAT

SCALES/TOLLS

LAYOVER

**TRAILER RENTAL**

DELIVERY DATE:  
PICK UP DATE:

TIME:

TIME:

**WEIGHT DATA**

GROSS

TARE

NET

**LOADING DATA**

ARRIVE: **6:20** START: **6:50** FINISH: **8:15** DEPART: **8:48** HOURS DELAYED:

REASON DELAYED:

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

RECEIVER'S  
SIGNATURE X

**DELIVERY DATA**

ARRIVE: **11:00** START: **11:15** FINISH: **12:00** DEPART: HOURS DELAYED:

REASON DELAYED:

**DRIVER REMARKS**

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

CONSIGNEE

**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date 4-23-21 Bill of Lading No. 7  
 Shipper No. 7  
 Carrier No. 7

Original—Not Negotiable

Acadiana  
 (Name of Carrier)

TO: Consignee Acadiana Oil Company FROM: Shipper Courtilion Dock  
 Street 1825 River Road Street 554 Dutton Boulevard  
 Destination Berwick LA Zip Code 70847 Origin Port Fourchon Zip Code 70357  
 Route: Vehicle No. 228 SCAC \_\_\_\_\_ Emergency Response Phone Number 1888 2553924

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(a) National Motor Freight Classification, Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>111.4</u> <u>661</u>	<u>X</u>	<u>UN12.67 Petroleum Crude Oil</u> <u>111.4 661</u>	<u>3pg12</u>	<u>67000</u>		

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

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

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

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

\_\_\_\_\_  
 (Signature of Consignor)

Freight Charges:  Freight prepaid  Collect

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

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

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

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14705(a) and 14706(a).

SHIPPER: \_\_\_\_\_ CARRIER: \_\_\_\_\_  
 PER: \_\_\_\_\_ PER: \_\_\_\_\_

1 This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies 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.

**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date 4-23-20

Bill of Lading No. 7

**Shipping Order**

LHB Transport

Shipper No. 7

Carrier No. 7

(Name of Carrier)

TO: Consignee <u>Academy Co.</u>		FROM: Shipper <u>Academy Co.</u>	
Street <u>1475 R. Road</u>		Street <u>55 Daniels Blvd</u>	
Destination <u>Brooklyn, NY</u>		Origin <u>LAKE CHARLES, LA</u>	
Zip Code <u>70607</u>		Zip Code <u>70507</u>	
Route:		Vehicle No.:	
		SCAC:	
		Emergency Response Phone Number <u>1888 2 2 2 2</u>	

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 260.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>132.5</u> <u>661</u>	<u>X</u>	<u>(A) VILCO H. H. H. H.</u>	<u>Crude Oil, 3.1g</u>	<u>73000</u>		
		<u>132.5</u>				
		<u>661</u>				

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

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

(Signature of Consignor)

**FREIGHT CHARGES**  
Check Appropriate Box:  
 Freight prepaid  
 Collect

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

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

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

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER	CARRIER
PER	PER

**2** This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

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

# L & B TRANSPORT, L.L.C.

NIGHTS AWAY:

ORDER NO.  
372078

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

DISPATCHER  
DOUGT

CUSTOMER  
P.O.

ORDERED BY  
DOUGT

RELEASE NO.

LOAD DATE 04/23/21

TIME 06:00

LOADING DRIVER ODDD

TRUCK NO. 7508

TRAILER NO. 800280

DELIVERY DATE 04/23/21

TIME 11:00

DELIVERY DRIVER

TRUCK NO.

TRAILER NO.

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

CONSIGNEE:  
ACADIANA OIL  
1825 River road  
Berwick, LA 70342

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

TRAILER APPROVED & AUTHORIZED TO LOAD:  
Shipper. [REDACTED]  
Signature [REDACTED]

REFER TO SHIPPING DOCUMENTS

BASIC DESCRIPTION

QUANTITY  
GAL/WT

DRIVER SPECIAL  
INSTRUCTIONS

TIME DEPARTED FROM TERMINAL:

TIME RETURNED TO TERMINAL:

**ACCESSORIAL CHARGES**

CHECK ALL  
THAT APPLY



LOADING  
DELIVERY

PUMP

BLOWER

EXTRA HOSE (FT)

EXTRA STOPS

WASH OUT

IN-TRANSIT HEAT

SCALES/TOLLS

LAYOVER

**TRAILER RENTAL**

DELIVERY DATE: TIME:  
PICK UP DATE: TIME:

**WEIGHT DATA**

GROSS

TARE

NET

**LOADING DATA**

ARRIVE: 6:10 START: 6:15 FINISH: 6:55 DEPART: 7:10 HOURS DELAYED:

REASON DELAYED:

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

RECEIVER'S  
SIGNATURE X [REDACTED]

**DELIVERY DATA**

ARRIVE: 9:30 START: 10:00 FINISH: 11:00 DEPART: 11:15 HOURS DELAYED:

REASON DELAYED:

**DRIVER REMARKS**

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

CONSIGNEE

**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date 4-22-21

Bill of Lading No. 3

**Shipping Order**

LTB transport  
(Name of Carrier)

Shipper No. 3

Carrier No. 3

TO: Consignee <u>Academy Oil company</u>		FROM: Shipper <u>Canillo Dock (GIS)</u>	
Street <u>1475 R. 100 Rd</u>		Street <u>554 Dudley Bernhardt</u>	
Destination <u>Berwick T.J.</u>	Zip Code <u>70812</u>	Origin <u>Port of New Orleans</u>	Zip Code <u>70138</u>
Route: <u>Hwy</u>	Vehicle No. <u>7503</u>	SCAC	Emergency Response Phone Number <u>225 392</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>123.5</u>	<u>X</u>	<u>11A/12G</u>	<u>Petroleum Crude Oil</u>	<u>70000</u>		
<u>121</u>						
		<u>123.5</u>				
		<u>661</u>				

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

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

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

FREIGHT CHARGES  
Check Appropriate Box:  
 Freight prepaid  
 Collect

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

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

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

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER	CARRIER
PER	PER

2 This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation. Carrier acknowledges receipt of packages and required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

# L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER  
**DOUGT**

ORDER NO.  
**372007**

CUSTOMER P.O.

ORDERED BY **DOUGT**

RELEASE NO.

LOAD DATE **04/22/21** TIME **06:00**

LOADING DRIVER **ODDD**

TRUCK NO. **7508**

TRAILER NO. **800280**

DELIVERY DATE **04/22/21** TIME **11:00**

DELIVERY DRIVER

TRUCK NO.

TRAILER NO.

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

**CONSIGNEE:**  
**ACADIANA OIL**  
**1825 River road**  
  
**Berwick, LA 70342**

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

TRAILER APPROVED & AUTHORIZED TO LOAD:  
Shipper Signature [REDACTED]

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTITY GAL/WT
3		

DRIVER SPECIAL INSTRUCTIONS

*128 BTL*

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES	CHECK ALL THAT APPLY	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
		LOADING							
DELIVERY									

**TRAILER RENTAL**

TRAILER NO. \_\_\_\_\_

DELIVERY DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

PICK UP DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

**WEIGHT DATA**

GROSS \_\_\_\_\_ TARE \_\_\_\_\_ NET \_\_\_\_\_

**LOADING DATA**

ARRIVE 6:10 START: 6:15 FINISH: 7:45 DEPART: 7:45 HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

RECEIVER'S SIGNATURE **X** [REDACTED]

**DELIVERY DATA**

ARRIVE: 9:15 START: 9:20 FINISH: 10:10 DEPART: 10:15 HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**

\_\_\_\_\_

\_\_\_\_\_

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

CONSIGNEE

**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date 4/22/21

Bill of Lading No. 4

**Shipping Order**

LHB transporter

Shipper No. 4

Carrier No. 4

TO: Consignee Acadchem O.I. Company FROM: Shipper Couvilleaux Dock (GES)  
 Street 1425 River Rd Street 554 Dade, 130 road rd  
 Destination Berwick LA Zip Code 70842 Origin Port Fourchon Zip Code 70357  
 Route: Vehicle No. 7633 SCAC Emergency Response Phone Number 1288 253 392

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>146.4</u> <u>661</u>	<u>X</u>	<u>UN1267 Petroleum crude oil</u>  <u>146.4661</u>	<u>77000</u>		

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

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

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

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

FREIGHT CHARGES:  Freight prepaid  Collect

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

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

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

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER'S SIGNATURE: \_\_\_\_\_  
 PER: \_\_\_\_\_

**2** This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

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



# L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER  
**DOUGT**

ORDER NO.  
**372000**

CUSTOMER  
P.O.:

ORDERED BY  
**DOUGT**

RELEASE NO.

LOAD DATE **04/22/21**

TIME **06:00**

LOADING DRIVER  
**HARRID**

TRUCK NO. **7633**

TRAILER NO. **8975**

DELIVERY DATE **04/22/21**

TIME **11:00**

DELIVERY DRIVER

TRUCK NO. **7633**

TRAILER NO. **8975**

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

**CONSIGNEE:**  
**ACADIANA OIL**  
1825 River road  
  
Berwick, LA 70342

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

TRAILER APPROVED & AUTHORIZED TO LOAD:

Shipper Signature

REFER TO SHIPPING DOCUMENTS

BASIC DESCRIPTION

QUANTITY  
GAL/WT

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL:

TIME RETURNED TO TERMINAL:

**ACCESSORIAL CHARGES**

CHECK ALL THAT APPLY



**LOADING**

**DELIVERY**

PUMP

BLOWER

EXTRA HOSE (FT)

EXTRA STOPS

WASH OUT

IN-TRANSIT HEAT

SCALES/TOLLS

LAYOVER

**TRAILER RENTAL**

DELIVERY DATE: \_\_\_\_\_  
PICK UP DATE: \_\_\_\_\_

TIME: \_\_\_\_\_

TIME: \_\_\_\_\_

GROSS

TARE

NET

**WEIGHT DATA**

**LOADING DATA**

ARRIVE: 7:15 START: 7:30 FINISH: 8:30 DEPART: 8:35 HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE** X

**DELIVERY DATA**

ARRIVE: 1034 START: 1040 FINISH: 1120 DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**

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

CONSIGNEE

**STRAIGHT BILL OF LADING - SHORT FORM**

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

Date 4-22-2 Bill of Lading No. 5  
 Shipper No. 3  
 Carrier No. 3

**Shipping Order**

43

(Name of Carrier)

TO: Consignee ... FROM: Shipper Coville Truck (GTS)  
 Street 123... Street 557...  
 Destination ... Zip Code 70847 Origin ... Zip Code 70357  
 Route: Vehicle No. 7569 SCAC: Emergency Response Phone Number 1255 3924

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>124</u>	<u>1</u>	<u>111 227</u>	<u>...</u>	<u>77000</u>		
		<u>141 1 66</u>				

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

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

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

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

(Signature of Consignor)

FREIGHT CHARGES Check Appropriate Box:  Freight prepaid  Collect

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

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Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c (1)(A) and (B).

SHIPPER ... CARRIER ...  
 PER ... PER ...

2 This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

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

# L & B TRANSPORT, L.L.C.

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

NIGHTS AWAY:

DISPATCHER  
**DOUGT**

ORDER NO.  
**372027**

CUSTOMER P.O. **TIK #3**

ORDERED BY **DOUGT**

RELEASE NO.

LOAD DATE **04/22/21** TIME **07:00**

LOADING DRIVER **POLKJ**

TRUCK NO. **7569**

TRAILER NO. **8980**

DELIVERY DATE **04/22/21** TIME **12:00**

DELIVERY DRIVER

TRUCK NO.

TRAILER NO.

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

CONSIGNEE:  
**ACADIANA OIL**  
1825 River road  
  
Berwick, LA 70342

SHIPPER:  
**COUVILLON DOCK**  
inside GIS yard  
554 Dudley Bernard Rd  
Golden Meadow, LA 70357

TRAILER APPROVED & AUTHORIZED TO LOAD:  
Shipper Signature

REFER TO SHIPPING DOCUMENTS	BASIC DESCRIPTION	QUANTIT GAL/WT

DRIVER SPECIAL INSTRUCTIONS *Clean & Quality*

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES CHECK ALL THAT APPLY →	LOADING	DELIVERY	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYO

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

**LOADING DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_  
REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.  
**RECEIVER'S SIGNATURE** X \_\_\_\_\_

**DELIVERY DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_  
REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS** \_\_\_\_\_

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

CONSIGNEE

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

23177

EMERGENCY RESPONSE CONTACT:

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

Operator Couvillion Lease No. C G

Lease Name Faucheron la.

Field

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

TANK NO.	SIZE	EST. GROSS GALLONS	@	°F
<u>Tank 3</u>	<u>20,000</u>			

OLD	NEW	SERIAL NUMBERS	OBSERVED GRAVITY	TEMPERATURE OF OIL IN TANK
			<u>28 @ 61</u>	°F
			PERCENT BS & W	%

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

DELIVERY STATION	TEMP. FACTOR	BS & W FACTOR	X FACTOR	GROSS BARRELS	X FACTOR	NET BBLs. PER RUN TIC.
<u>Berwick la.</u>	<u>.9996</u>	<u>.9900</u>	<u>.9896</u>	<u>136.2</u>	<u>.9896</u>	<u>134.78</u>

GROSS	TARE	NET	DRIVER	OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>134.78</u>
		<u>BS</u>		<u>1.37</u>
		<u>Temp</u>		<u>.05</u>

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

Shipper: [Redacted] Date: [Redacted]

**ACADIANA OIL & ENVIRONMENTAL CORPORATION**

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

**TRANSPORT MANIFEST**

Lease Run Ticket

**23178**

**EMERGENCY RESPONSE CONTACT:**

ES & H

985-851-5055

(Trk #2) Date April 21 20 21

Operator Covillion Lease No. 

C	G								
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Lease Name Fourchon La.

Field \_\_\_\_\_

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

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.	SIZE
<u>Tank 03</u>	<u>20,000</u>

EST. GROSS GALLONS @ °F

LOG NUMBER	GRAVITY CORR. TO 60 °F

OBSERVED GRAVITY 29 @ 61 °F  
PERCENT BS & W 1 % TEMPERATURE OF OIL IN TANK °F

OLD	NEW

Ticket #1

OFFICE USE ONLY	
1st	
2nd	

DELIVERY STATION Berwick La.

GROSS BARRELS	<u>138.6</u>
X FACTOR	<u>.9896</u>
NET BBL. PER RUN TIC.	<u>137.16</u>

TEMP. FACTOR <u>.9996</u>	X	BS & W FACTOR <u>.9900</u>	=	X FACTOR <u>.9896</u>
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GROSS	O P E N	[REDACTED]
TARE		
NET	C L O S E	DRIVER <u>[REDACTED]</u>
		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>137.16</u>
		<u>BS</u>		<u>139</u>
		<u>Temp</u>		<u>.05</u>

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Shipper: [REDACTED] Date: \_\_\_\_\_

**ACADIANA OIL & ENVIRONMENTAL CORPORATION**

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

**TRANSPORT MANIFEST**

Lease Run Ticket

**23181**

**EMERGENCY RESPONSE CONTACT:**

ES & H *Trk # 2*  
985-851-5055

Date *April 22* 20 *21*

Operator *Couvillion* Lease No. C G

Lease Name *Fourchon, LA*

Field

GAUGE	OIL LEVEL	
	FEET	INCHES
1st	0505	12
2nd	0508	41

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.	SIZE
<i>Tank 3</i>	<i>20,000</i>

EST. GROSS GALLONS @ °F

OLD	NEW

OBSERVED GRAVITY *30* @ *58* °F

PERCENT BS & W *1.4* % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER  
TIME ARRIVED *9:29* *AM*  
TIME DEPARTED *PM*

*Ticket # 3*

OFFICE USE ONLY  
GRAVITY CORR. TO 60 °F

1st  
2nd

DELIVERY STATION *Berwick, La*

GROSS BARRELS *129.71*

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
<i>1.0009</i>		<i>.9860</i>		<i>.9867</i>

X FACTOR *.9867*  
NET BBL. PER RUN TIC. *128.00*

GROSS	TARE	NET	DRIVER
			<i>[Redacted]</i>

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<i>128.00</i>
	<i>Temp. Deduct</i>			<i>-1.0</i>
	<i>BS&amp;W deduct</i>			<i>1.82</i>

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Shipper: *[Redacted]* Date: \_\_\_\_\_

AGADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

23182

EMERGENCY RESPONSE CONTACT:

E S & H (Trk #2) Date April 22 20 21  
985-851-5055

Operator Couillion Lease No. C G

Lease Name Fouchon, La

Field

G A U G E	OIL LEVEL		
	FEET	INCHES	
1st	05	08	2
2nd	06	00	0

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.	SIZE
Tank 3	20,000

EST. GROSS GALLONS @ °F

LOG NUMBER	OLD	NEW

OBSERVED GRAVITY 28 @ 58 °F

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

LOG NUMBER  
TIME ARRIVED AM PM  
TIME DEPARTED AM PM

Ticket # 4

OFFICE USE ONLY  
GRAVITY CORR. TO 60 °F

1st  
2nd

DELIVERY STATION Berwick

GROSS BARRELS 146.67

X FACTOR .9998

TEMP. FACTOR 1.0008 x BS & W FACTOR .9990 = X FACTOR .9998

NET BBL. PER RUN TIC. 146.64

GROSS	OPEN	DRIVER
TARE		
NET	CLOSE	OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	146.64 BBL
	Temp deduct			-0.12
	BS RW			0.15

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

Shipper: [Redacted] Date: [Redacted]

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

23184

EMERGENCY RESPONSE CONTACT:

E S & H *TK #3* Date *April 22* 20 *21*  
985-851-5055

Operator *Couvillion* Lease No. C G

Lease Name *Fourchon, La*

Field

G A U G E	OIL LEVEL			
	FEET		INCHES	
1st	<i>06</i>	<i>00</i>	<i>0</i>	<i>0</i>
2nd	<i>06</i>	<i>04</i>	<i>7</i>	<i>8</i>

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO. <i>Tank 3</i>	SIZE <i>20,000</i>	EST. GROSS GALLONS @ °F
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OLD		OBSERVED GRAVITY <i>29</i> @ <i>62</i> °F
NEW		PERCENT BS & W <i>1.4</i> % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	<i>Ticket #5</i>	OFFICE USE ONLY
TIME ARRIVED AM PM		GRAVITY CORR. TO 60 °F
TIME DEPARTED AM PM		1st
DELIVERY STATION <i>Berwick</i>		2nd
		GROSS BARRELS <i>141.96</i>

TEMP. FACTOR <i>.9998</i>	X	BS & W FACTOR <i>.9860</i>	=	X FACTOR <i>.9852</i>
				NET BBL. PER RUN TIC. <i>139.86</i>

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<i>139.86 B</i>
	<i>Temp. deduct</i>			<i>0.11</i>
	<i>BS&amp;W</i>			<i>1.99</i>

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Shipper:  Date: \_\_\_\_\_



**ACADIANA OIL & ENVIRONMENTAL CORPORATION**

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

TRANSPORT MANIFEST

Lease Run Ticket

**22886**

**EMERGENCY RESPONSE CONTACT:**

**E S & H**  
985-851-5055

Date 4-23 2021

Operator Couville Lease No. C G

Lease Name OIS DOCK

Field Fourchon Lc

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

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO. Tank 03 SIZE 20000

EST. GROSS GALLONS @ °F

OLD				
NEW				

OBSERVED GRAVITY 28 @ 75 °F  
PERCENT BS & W 2 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER  
TIME ARRIVED 5 hrs AM/PM  
TIME DEPARTED AM/PM

Ticket #7

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

Acadiana Oil & Env  
DELIVERY STATION Beelwick, LA

GROSS BARRELS 109.1  
X FACTOR .9739  
NET BBL. PER RUN TIC. 106.26

TEMP. FACTOR .9938 X BS & W FACTOR .9800 = X FACTOR .9739

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	106.26
		BS		2.18
		Temp		.66

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

Shipper [REDACTED] Date: \_\_\_\_\_

**ACADIANA OIL & ENVIRONMENTAL CORPORATION**

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

TRANSPORT MANIFEST

Lease Run Ticket

**23189**

**EMERGENCY RESPONSE CONTACT:**

**ES & H**  
**985-851-5055**

Date April 23 - 20 21

Operator Cowillion Lease No. 

C	G								
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Lease Name Fourchon La.

Field \_\_\_\_\_

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.	SIZE
<u>Tank 03</u>	<u>20000</u>

EST. GROSS GALLONS @ °F

OLD	NEW

OBSERVED GRAVITY 27 @ 67 °F  
PERCENT BS & W 2.2 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER \_\_\_\_\_  
TIME ARRIVED \_\_\_\_\_ AM PM  
TIME DEPARTED \_\_\_\_\_ AM PM

Ticket #6

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

DELIVERY STATION Berwick La.

GROSS BARRELS 13096  
X FACTOR .9752  
NET BBLs. PER RUN TIC. 127.71

TEMP. FACTOR <u>.9971</u>	X	BS & W FACTOR <u>.9780</u>	=	X FACTOR <u>.9752</u>
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GROSS	OPEN	[REDACTED]
TARE		
NET	CLOSE	DRIVER <u>10</u>
		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>127.71</u>
		<u>BS</u>		<u>2.88</u>
		<u>Temp</u>		<u>.37</u>

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Shipper: [REDACTED] Date: \_\_\_\_\_