



Couvillion Group, LLC
MC 20 Hydrocarbon Pump-Off #30 Results
Report

Document #: Couv-MC20-O&M-RPT-DOC-
00056

8/10/2021

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Revision	Date	By	Check	Approve	Remarks
0	8/10/21				Initial Document

Summary:

Couvillion Group's Rapid Response Collection System initiated its thirtieth collection cycle on 6/11/2021 and completed the cycle on 7/22/2021 resulting in a collection duration of 41.1 days. Using the OSV Harvey Deep Sea the collected hydrocarbon fluid that was recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Port Fourchon, Louisiana. Vessel to Dockside Transfer commenced on 7/26/2021, with 750.2 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On the morning of 8/4/2021 Couvillion Group confirmed the initial measurement of 750.2 bbl of hydrocarbon that remained in tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1-3, a total of 20.4 bbl of water was decanted and sent to frac tank 4, this water will be sent to E.R.R. Evergreen LLC in Belle Chasse for disposal. A gross total of 695.9 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 673.4 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 0.0 %.

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 Harvey Deep Sea OSV moved in place on location at MC20 on 7/22/2021 at 1210 hrs. An as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. On 7/22/2021 the ATI and BTI valves were closed which signifies the end of a collection cycle. Weather parameters exceeded the operational limits which caused vessel standby time until 7/24/2021 at 0745 when work was able to resume. Pumping commenced at 1215 hrs on 7/24/2021 and ended at 0105 on 7/25/2021. 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 763.0 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 Harvey Deep Sea arrived at the Couvillion Dock in Port Fourchon, Louisiana on 7/26/2021. On the morning of 7/26/2021 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 Harvey Deep Sea 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 750.2 bbl.** With dockside transfer complete, the fluid was allowed to settle out water from the oil over a period of time before the transfer of the oil from

the frac tanks to tank trucks.

Dockside Frac Tanks to Truck Transfers

On the morning of 8/5/2021 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 115.3 bbl of hydrocarbon fluids. The second truck received 112.6 bbl of hydrocarbon fluids, and the third received 106.8 bbl of hydrocarbon fluid. The second day of truck transfers began on 8/6/2021 at 06:00. The first truck received 118.5 bbl of hydrocarbon fluids, the second truck received 118.4 bbl of hydrocarbon fluid and the third truck received 124.3 bbl of hydrocarbon fluids which complete fluid transfers for pumpoff 30. There was a total of 33.9 bbl of residual fluids which remained in frac tanks 1-3 and was later sent to E.R.R Evergreen for disposal. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Total fluid reconciliation for frac tanks 1-3 was within 0.0%

Truck to Facility Transfer

Upon arrival at the Acadiana Oil Company site each truck enters a loading bay. Before any fluids are transferred an Acadiana Oil Representative straps their tank for an initial measurement and then transfer of fluid begins. While the pump off is underway an Acadiana Oil Company Representative takes three fluid samples during the transfer process from the pump outlet from which hydrocarbon fluid is flowing. These samples are taken at the beginning of the transfer, mid-way through the transfer, and at the end of the transfer process to ensure a full mixture. The sample is then taken to their testing area where tests are run to determine: % BS&W content, temperature, and specific gravity. Temperature and specific gravity are recorded via the use of a hydrometer, while BS&W content is determined via the use of a centrifuge with a 50/50 mixture of the sample with mineral spirits. Once all sampling is completed and recorded (see copy in Appendix I) the Acadiana Oil Company Representative again straps their tank 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 750.2 bbl of hydrocarbon fluid was transferred from the Harvey Deep Sea into an onshore frac tank. Tank trucks transported a gross total of 695.9 bbl to the Acadiana Oil Company, which netted out to a total of 673.4 bbl. From a total fluid reconciliation standpoint, measurements at different site locations were within 0.0 % for frac tanks 1-3. The calculated flow rate during the 41.1-day collection cycle offshore was 16.4 bbl/day or 688.8 gallon/day. Since installation of the RRS in April 2019, Couvillion Group has collected an average of 22.5 bbl/ day or 945.0 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 785,662.6 gallons of salvaged crude oil has been contained from the MC-20 site.

Total Fluid Reconciliation

	Date	Total Fluid Frac Tank Strap at Port Fourchon by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1	Truck 2	Truck 3	Truck 4	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
				Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)			
Pump Off #1	4/26/2019 5/6/2019	215.7	0.0	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019 5/8/2019	223.5	15.6	101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019 5/16/2019	331.2	0.0	103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019 6/20/2019 6/21/2019 PO4: Total	905.5	32.5	139.4 137.7 48.5	138.7 140.7 0.0	0.0 140.6 0.0	0.0 144.1 0.0	0.6	310.6 563.1 49.1 922.8	-1.8
Pump Off #5	7/31/2019 8/1/2019 8/2/2019 PO5: Total	1196.6	96.3	139.2 139.1 99.8	142.7 140.7 101.0	146.0	138.0	45.2	281.9 563.8 246.0 1188.0	-0.7
Pump Off #6	8/26/2019 8/27/2019 PO6: Total	874.6	56.8	141.7 140.5	140.3 137.2	141.5 61.3		57.9	480.3 396.9 877.2	0.3
Pump Off #7	9/23/2019 9/24/2019 PO7: Total	880.4	41.3	138.0 144.4	144.3 143.7	142.6 55.3		55.3	466.2 398.7 864.9	-1.8
Pump Off #8	10/21/2019 10/22/2019 10/23/2019 PO8: Total	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	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	120.8 149.5	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	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	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	176.5 244.1	0.0
Pumpoff #15	5/6/2020 5/7/2020 5/8/2020 PO15: Total	783.1	18.3	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	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 PO18: Total	642.6	14.3	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	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020 9/2/2020	886.4	7.8	128.2 131.2	135.5 135.9	135.9	134.8	76.2	885.5	-0.1
Residual Tank	8/31/2020	292.6	102.9	144.0				189.7	189.7	0.0
Pumpoff #20	9/29/2020 9/30/2020	450.9	52.9	144.0 85.7	143.5			24.8	450.9	0.0
Residual Tank	9/30/2020 10/1/2020	273.2	116.1	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	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 PO19: Total	663.9	23.3	140.2 146.0	150.7	115.3		68.5	655.8 164.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9				32.8	164.8	0.0
Pumpoff # 25	3/8/2021 3/8/2021 3/9/2021	738.1	26.1	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	143.7 123.5	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	132.5				23.8	216.5	-0.2
Pumpoff #28	5/26/2021 5/27/2021 5/28/2021	706.1	72.5	144.5 81.1	141.4 88.7	143.3		34.6	706.1	0.0
Pumpoff #29	7/14/2021 7/15/2021	631.7	81.4	114.7	150.8	119.8	155.3	9.7	631.7	0.0
Residual Tank	7/16/2021 7/21/2021	371.2	219.1	152.1					371.2	0.0
Pumpoff #30	8/4/2021 8/5/2021 8/6/2021	750.2	20.4	115.3 118.5	112.6 118.4	106.8 124.3		33.9	750.2	0.0

Barrels of Oil Collected Daily

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Collection Duration for 1st Trip	4/12/2019	0:00	4/23/2019	1:05	11.0	187.4	17.0	715.7 gallons/day
Collection Duration for 2nd Trip	4/23/2019	1:05	4/30/2019	21:09	7.9	181.6	23.0	965.6 gallons/day
Collection Duration for 3rd Trip	4/30/2019	21:09	5/12/2019	23:20	12.1	295.7	24.4	1026.5 gallons/day
Collection Duration for 4th Trip	5/12/2019	23:20	6/13/2019	17:17	31.5	850.0	27.0	1132.3 gallons/day
Collection Duration for 5th Trip	6/13/2019	17:17	7/21/2019	1:40	37.4	983.7	26.3	1104.7 gallons/day
Collection Duration for 6th Trip	7/21/2019	1:40	8/18/2019	3:15	28.6	757.2	26.5	1112.0 gallons/day
Collection Duration for 7th Trip	8/18/2019	3:15	9/12/2019	22:30	25.8	749.2	29.0	1219.6 gallons/day
Collection Duration for 8th Trip	9/12/2019	22:30	10/9/2019	10:15	26.5	675.8	25.5	1071.1 gallons/day
Collection Duration for 9th Trip	10/9/2019	10:15	11/10/2019	1:05	31.6	659.1	20.8*	875.5 gallons/day
Collection Duration for 10th Trip	11/10/2019	1:05	12/6/2019	10:25	25.9	818.6	31.6*	1327.5 gallons/day
Collection Duration for 11th Trip	12/6/2019	10:25	12/31/2019	22:25	25.5	567.2	22.2	934.2 gallons/day
Collection Duration for 12th Trip	12/31/2019	22:25	1/30/2020	17:50	29.8	528.8	17.7	745.3 gallons/day
Collection Duration for 13th Trip	1/30/2020	17:50	3/2/2020	2:00	31.3	456.4	14.6	612.4 gallons/day
Collection Duration for 14th Trip	3/2/2020	2:00	4/2/2020	1:15	31	798.4	25.8	1081.7 gallons/day
Collection Duration for 15th Trip	4/2/2020	1:15	4/25/2020	15:45	23.1	707.7	30.6	1286.7 gallons/day
Collection Duration for 16th Trip	4/25/2020	15:45	5/15/2020	18:40	20.1	513.0	25.5	1071.0 gallons/day
Collection Duration for 17th Trip	5/15/2020	18:40	6/18/2020	22:55	34.2	834.4	24.4	1024.8 gallons/day
Collection Duration for 18th Trip	6/18/2020	22:55	7/12/2020	15:10	23.7	601.5	25.4	1066.8 gallons/day
Collection Duration for 19th Trip	7/12/2020	15:10	8/13/2020	6:00	33.6	785.5	23.4	982.8 gallons/day
Collection Duration for 20th Trip	8/15/2020	6:00	9/2/2020	13:25	18.3	357.4	19.5	819.0 gallons/day
Collection Duration for 21st Trip	9/2/2020	13:25	10/4/2020	15:20	32.1	548.3	17.1	718.2 gallons/day
Collection Duration for 22nd Trip	10/4/2020	15:20	11/3/2020	16:10	30.0	532.4	17.7	743.4 gallons/day
Collection Duration for 23rd Trip	11/3/2020	16:10	12/10/2020	13:00	36.9	655.4	17.8	747.6 gallons/day
Collection Duration for 24th Trip	12/10/2020	13:00	1/9/2021	9:15	29.8	517.5	17.4	730.8 gallons/day
Collection Duration for 25th Trip	1/9/2021	9:15	2/21/2021	11:30	43.1	624.7	14.5	609.0 gallons/day
Collection Duration for 26th Trip	2/21/2021	11:30	3/15/2021	22:25	22.4	-	-	-
Collection Duration for 27th Trip	3/15/2021	22:25	4/8/2021	12:35	23.6	-	-	-
Collection Duration for 26-27th Trip	2/21/2021	11:30	4/8/2021	12:35	46.0	792.8	17.2	722.4 gallons/day
Collection Duration for 28th Trip	4/8/2021	12:35	5/14/2021	12:14	36.0	565.2	15.7	659.4 gallons/day
Collection Duration for 29th Trip	5/14/2021	12:14	6/11/2021	12:08	28.0	527.4	18.8	789.6 gallons/day
Collection Duration for 30th Trip	6/11/2021	12:08	7/22/2021	13:38	41.1	673.4	16.4	688.8 gallons/day

Barrels of Oil Collected Per Day Since RRS Install

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Average collection to date less residual tank	4/12/2019	0:00	7/22/2021	13:38	832.6	17,745.8	21.3	894.6 gallons/day
Total Collection to date	4/12/2019	0:00	7/22/2021	13:38	832.6	18,705.3	22.5	945.0 gallons/day

Totals from Pump off 1-30

	Bbl	Gal
Net Oil collected	18,705.3	785,622.6
Total Oily fluids collected:	21,110.2	886,628.4

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: 7-26-21

Time Transfer Ended: 0840

	Column A	Column B	Column C	Column D	Column E
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100
Tank 1	0	Port 371.0	252.7	252.7	
Tank 2	0	Center 16.4	246.0	246.0	
Tank 3	0	Starboard 375.6	251.5	251.5	
Total	0	763.0	750.2	750.2	-1.7%

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

Sign-off by:	USCG Rep	Signed Name	Printed Name	Date: <u>26/0/21</u>
	Couvillion Rep	Signed Name: 	Printed Name	Date: <u>7/26/2021</u>
	Cypress Rep	Signed Name	Printed Name	Date: <u>7/26/2021</u>
	NRC Rep	Signed Name	Printed Name	Date: <u>7-26-21</u>



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

Date: 8-4-21 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	252.7	252.7	242.1	10.6
Tank 2	246.0	246.0	246.0	0.0
Tank 3	251.5	251.5	241.7	9.8
Total	750.2	750.2	729.8	20.4

Sign-off by: USCG Rep (optional)	Signed Name:	Printed Name:	Date: <u>4 AUG 2021</u>
	Couvillion Rep Signed Name:	Printed Name:	Date: <u>8-4-21</u>
	NRC Rep Signed Name:	Printed Name:	Date: <u>8-4-21</u>

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

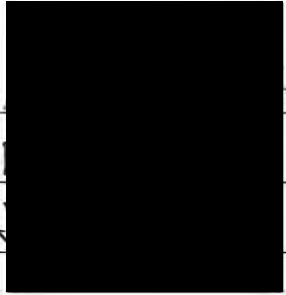
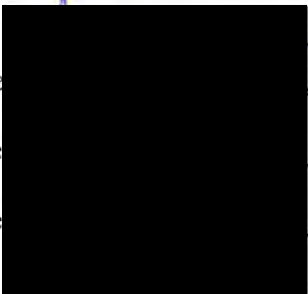
Date: 8-4-21

	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	252.7	242.1	10.6
Tank 2	246.0	246.0	0.0
Tank 3	251.5	241.7	9.8

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	242.1
Tank 2	246.0
Tank 3	241.7

Sign-off by: USCG Rep(Optional) Signed Name _____ Printed Name _____ Date: 4 AUG 21
 Couvillion Rep Signed Name _____ Printed Name _____ Date: 8-4-21
 NRC Rep Signed Name _____ Printed Name _____ Date: 8-4-21





Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 8-5-21

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)
1	Tank Spec	L-227	8-5	AOC	115.3		
2	Tank Spec	L-235	8-5	AOC	112.6		
3	Tank Spec	L-242	8-5	AOC	106.8		
Total Volumes Shipped by Gallons/bbls					334.7		

End of Shipments date: 8-5-21

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

Printed Name: _____

Date: 5/16/21

Couvillion Rep Signed Name: _____

Printed Name: _____

Date: 8-5-21

NRC Rep Signed Name: _____

Printed Name: _____

Date: 8-5-21

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 8-5-21

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	129.5
Tank 2	139.2
Tank 3	126.4

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

Printed Name

Date: 5 AUG 21

Couvillion Rep

Signed Name:

Printed Name

Date: 8-5-21

NRC Rep

Signed Name:

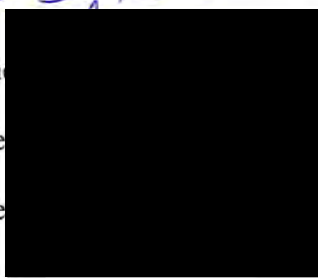

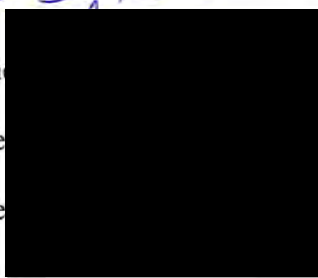

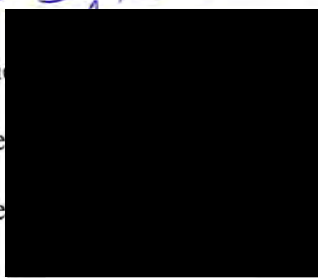

Printed Name

Date: 8-5-21

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*


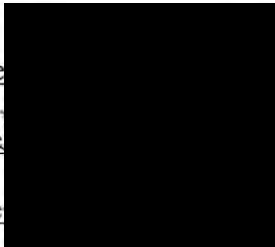

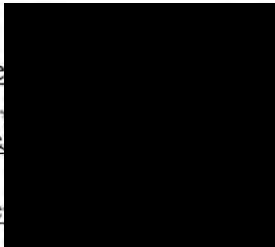

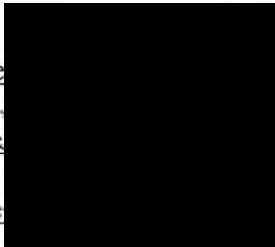
Sign-off by: USCG Rep(Optional) Signed Name		Printed Name		Date: <u>6 AUG 21</u>
Couvillion Rep Signed Name		Printed Name		Date: <u>8-6-21</u>
NRC Rep Signed Name		Printed Name		Date: <u>8-6-21</u>

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 8-6-21

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	11.0
Tank 2	14.9
Tank 3	8.0

Sign-off by: USCG Rep (Optional)	Signed Name: 	Printed Name: 	Date: <u>6 AUG 21</u>
Couvillion Rep	Signed Name: 	Printed Name: 	Date: <u>8-6-21</u>
NRC Rep	Signed Name: 	Printed Name: 	Date: <u>8-6-21</u>

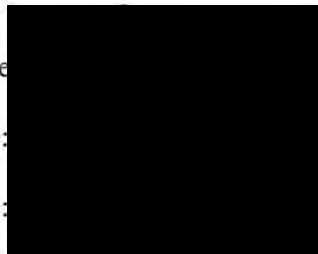
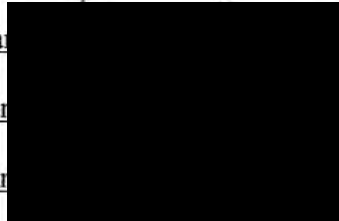
Attachment C: WASTE MANAGEMENT TRACKING FORM

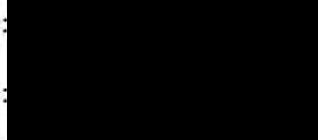
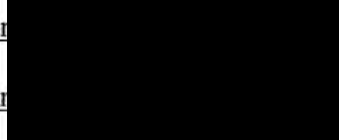
Oily Water Transportation and Net Crude Oil

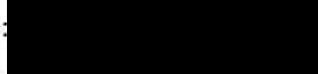
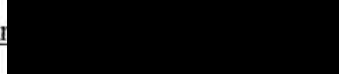
Start Shipments Date: 8-6-21

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)
1	tank spec	L-235	8-6	AOC	118.5		
2	tank spec	L-237	8-6	AOC	118.4		
3	tank spec	L-227	8-6	AOC	124.3		
Total Volumes Shipped by Gallons/bbls					361.2		

End of Shipments date: 8-6-21

Sign-off by: USCG Rep (Optional) Signed Name:  Printed Name:  Date: 6 AUG 21

Couvillion Rep Signed Name:  Printed Name:  Date: 8-6-21

NRC Rep Signed Name:  Printed Name:  Date: 8-6-21

Appendix II

NRC Waste Handling Documentation

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date: 7-26-21	Location: GIS
Facility/Vehicle Number:	Start Time End Time
Vessel Name: Harvey Deep Sea	0400 0840
Vessel Official Number:	Vessel Capacity (Total) (bbls):
Product Transferred: Crude oil	Est. Transfer Volume (bbls):

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

Pre-Transfer Conference and Agreement (Continued)

<input checked="" type="checkbox"/>	TOPIC	PIC Delivering	PIC Receiving
§ Inspect discharge containment equipment for oil & hazardous liquids - 33CFR 154.545			
	Verify booming for oil or hazmat transfer (if required by COTP).	TS	TF
	Verify adequate amount of equipment and/or absorbent material for initial response	TS	TF
	Inspect condition of response equipment stored on facility (if applicable).	TS	TF
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	TS	TF
	Verify means of deployment.	TS	TF

§ Means of Communication - 33 CFR 154.560			
	Verify continuous two-way voice communication between vessel and facility PICs.	TS	TF
Communications must meet the following requirements...			
Portable Radio:			
	IF Flammable or Combustible Liquids	TS	TF
	1. Marked or documented as intrinsically safe.	TS	TF
	2. Certified as intrinsically safe by national testing labor certification organization.	TS	TF
Voice			
	1. Be audible.	TS	TF
	Test communications. SAT <input type="checkbox"/> UNSAT <input type="checkbox"/>	TS	TF



§ Inspect lighting systems - 33 CFR 154.570			
	Verify portable lighting for operations between sunrise and sunset (if applicable).	TS	TF
	At transfer operations work areas for facility and vessel	TS	TF
	At transfer connection points for facility and vessel	TS	TF
	Verify sufficient number or fire extinguishers.	TS	TF
	Verify protective equipment is ready to operate.	TS	TF
	Verify warning signs are adequate.	TS	TF

§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCEDURES §			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures		TS
	Require vessel personnel to use the transfer procedures for each transfer operation		TS
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		TS
	Legibly printed language(s) understood by personnel engaged in transfer operation		TS
	Permanently posted or available and used by members of crew engaged in transfer operation		TS
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)		TS
	Arrangements to monitor draft marks during transfer		TS
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow		TS
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system		TS
	Adequate containment on the vessel at loading or discharge connection		TS
	Drains, Scuppers and overboard discharges closed		TS
	The number of persons required to be on duty during transfer operations;		TS
	Procedures for emptying discharge containment system required by §§155.310 and 155.320		TS
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material		TS
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785		TS
	Procedures for topping off tanks		TS
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		TS

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.

[REDACTED]		7-26-21	0840
PIC DELIVERING - NAME	TITLE	DATE	TIME
[REDACTED]		7-26-21	0840
PIC RECEIVING - NAME	TITLE	DATE	TIME
TRANSFER COMPLETED:		7-26-21	0840
	750.2 BBLs	DATE	TIME
	AMOUNT (GALLONS)		

MC 20 Pump Off

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 7/26/21

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



SAFETY MANAGEMENT SYSTEM

Job Hazard Analysis



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



SAFETY MANAGEMENT SYSTEM

Job Hazard Analysis



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

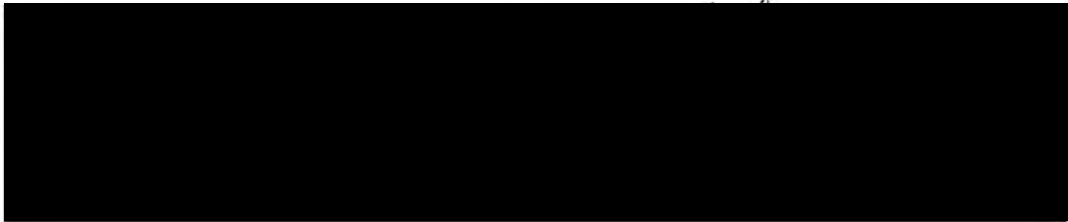
REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
	H&S Program Manager			7/27/20
			PM	7/26/21



ACKNOWLEDGEMENT

Employee Name	Signature	Date
		7-26-21
		7-26-21

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



	<p align="center">7-26-21</p>
	<p align="center">7-26-21</p>
	<p align="center">7-26-21</p>

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

NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS

Shore side NRC Project Manager	
Director of Marine Ops	
Director of Operations	
Yard Manager	
H&S Program Manager	
VP Health & Safety	
Hospital / Medical Intervention	

Date: 7-26-21
 Start Time: 0600
 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 HDS 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 HDS 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.

	SAFETY MANAGEMENT SYSTEM	
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 HAS – 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



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

Pump Off

Dec 2014 / clean #4



SAFETY MANAGEMENT SYSTEM

Job Hazard Analysis



Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 8-4-21

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



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

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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager	[REDACTED]	PM	7/27/20
				8/04/21

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[REDACTED]	[REDACTED]	8-4-21
[REDACTED]	[REDACTED]	8-4-21
[REDACTED]	[REDACTED]	8-4-21

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

		<p align="center">8/4/21</p>
		<p align="center">8-4-21</p>



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

8-5-21

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



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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



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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
	H&S Program Manager		PM	7/27/20 8-5-21

ACKNOWLEDGEMENT

Employee Name	Signature	Date
		8-5-21
		8-5-21
		8/5/21
		8/5/21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

Pump Off

3 Trucks



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer *3-6-21*

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



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



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

REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
[Redacted]	H&S Program Manager	[Redacted]	PM	7/27/20

ACKNOWLEDGEMENT

Employee Name	Signature	Date
[Redacted]	[Redacted]	8-6-21
[Redacted]	[Redacted]	8-6-21
[Redacted]	[Redacted]	8-6-21
[Redacted]	[Redacted]	8/6/21
[Redacted]	[Redacted]	8/6/21



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

	8-6-21
	8-6-21
	8-6-21

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 8-5-21

Bill of Lading No. 1

Shipping Order

Tank Specialties

Shipper No. 1

Carrier No. 1

(Name of Carrier)

TO: Consignee Acadchem Oil Company FROM: Shipper Councils Dock

Street 1825 B. Rd Street 584 Dudley Bridge Rd

Destination Brockton MA Zip Code 01922 Origin Brockton MA Zip Code 01937

Route: High 70 Vehicle No. L-227 SCAC _____ Emergency Response Phone Number 1330 533 272

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
115.3 661	X	UN1267 Petroleum Crude oil, 3, B11 115.3 661	75000		

*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 loss or damage to the property in the event 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 or 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 exemption 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 172.201 (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 [Redacted] CARRIER [Redacted]

PER [Redacted] PER [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.

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 8-5-21 Bill of Lading No. 2

Shipping Order

Shipper No. 2

Tank Special L-727 (Name of Carrier) Carrier No. 2

TO: Consignee <u>Accu-Flow Oil Corp.</u>		FROM: Shipper <u>Covillion Dole</u>	
Street <u>1625 B...</u>		Street <u>554 Dudley Boulevard</u>	
Destination <u>Barnwick, VA</u>		Zip Code <u>70347</u>	Origin <u>Barnwick</u>
Route: <u> Hwy 90</u>		Vehicle No. <u>L-235</u>	SCAC
		Emergency Response Phone Number <u>1538 253 352</u>	

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>112.6</u> <u>6.1</u>	<u>X</u>	<u>UN1267 Potatoes in Code 01, 3P</u>	<u>75000</u>		
		<u>112.6</u> <u>6.1</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.	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.		FREIGHT CHARGES	
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____	The carrier shall not make delivery of this shipment without payment of freight and all other 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) (ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

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

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 [Redacted]

PER [Redacted]

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: 8-5-21 Bill of Lading No. 3

Shipping Order

tank specialties

Shipper No. 3

Carrier No. 3

(Name of Carrier)

TO: Consignee Academy Oil Corp FROM: Shipper Carrollton Dock

Street 1425 B- RA Street 554 Dunbar Blvd

Destination Berwick LA Zip Code 70042 Origin Berwick LA Zip Code 70357

Route: 202 Vehicle No. L-242 SCAC Emergency Response Phone Number 552 200 3000

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>1068</u> <u>66</u>	<u>X</u>	<u>11N 1267 Permeable Containers 3, 13</u> <u>100%</u>		<u>73000</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 or 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 "RQ" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a special provision is made 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 _____ CA _____

PER _____ PE _____

2 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 8-6-21

Bill of Lading No. 4

Shipping Order

Tank Specialties

Shipper No. 4

Carrier No. 4

(Name of Carrier)

TO: Consignee <u>Acadiana Oil Company</u>		FROM: Shipper <u>Comillon Deck</u>	
Street <u>1875 River Rd</u>		Street <u>594 Duddy Boulevard</u>	
Destination <u>Berwick LA</u>		Zip Code <u>70342</u>	Zip Code <u>70357</u>
Route: <u>Hwy 70</u>	Vehicle No. <u>L-235</u>	Origin <u>Port-au-Prince</u>	Emergency Response Phone Number <u>845-255 3924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>118.5</u> <u>661</u>	<u>X</u>	<u>UN1267 Petroleum (Crude Oil, 3 pg 11)</u> <u>118.5 661</u>	<u>76,000</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 _____		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 "RO" 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 shipper certifies that the property described above is not hazardous.

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, hazard labels, and hazard placards.

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 706(c)(1)(A) and (B).

SHIPPER: _____	SHIPPER: _____
PER: _____	PER: _____
2	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."

Original—Not Negotiable

Tank Specialties

Date 8-6-21

Bill of Lading No. 5

Shipper No. 5

Carrier No. 5

(Name of Carrier)

TO: Consignee **Acadiana Oil Company** FROM: Shipper **Counllion Dock**
 Street **1625 River Rd** Street **554 Dudley Bernard Rd**
 Destination **Berwick LA** Zip Code **70812** Origin **Bart Fouchon** Zip Code **70357**
 Route: **Hay 90** Vehicle No. **L227** SCAC _____ Emergency Response Phone Number **18882553924**

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
118.5	X	UN267 Petroleum Crude Oil, 3, Pg 11 118.5		76,000		

* 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 charges _____ amount of freight and all other _____

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)(ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a special marking is made 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.

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 _____

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 8-6-21

Bill of Lading No. 6

Shipping Order

Shipper No. 6

Carrier No. 6

TO: Acadiana Oil Company (Name of Consignee) FROM: Tool Specialties LLC (Name of Carrier)

Street: 1825 River Rd Shipper: Cavillan Deck

Destination: Berwick LA Street: 554 Dudley Bernard Rd

Route: A-90 Zip Code: 70842 Origin: Port Fourchon

No. Shipping Units: 1243 Vehicle No.: L-242 SCAC: Zip Code: Emergency Response Phone Number: 1558 255 3924

+HM: x Kind of Packaging, Description of Articles, Special Marks and Exceptions: UN 1267 Refined Crude Oil, 3, P, 11

Weight (Subject to Correction)*: 78900 Rate or Class: CHARGES:

No. Shipping Units	+HM	Kind of Packaging, Description of Articles, Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
1243	x	UN 1267 Refined Crude Oil, 3, P, 11	78900		
661					

124.3
661

*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 consignee's part, the carrier certifies that the payment of freight and all other charges is the responsibility of the consignee.

Check Appropriate Box:
 Freight prepaid
 Collect

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition 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, if applicable, shall be attached to this bill of lading.

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 sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazard 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:

Carrier certifies that the packages 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 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.

NON-HAZARDOUS MANIFEST

GENERATOR

Generator 15000-2000 I.D. # _____
 Address _____ Shipping Location 7
 _____ Address _____
 Phone _____ Phone _____

Description Waste Materials	Profile Number	Total Quantity	Units of Measure	Container Type
<u>15000-2000</u>		<u>971</u>		

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 Kent Environmental Driver Name Louis Paul
 I.D. # LAD 981520372 Truck Number 7462
 Address 1555 Bayou Lake Ln Truck Type 130536
Bayou Lake LA

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.



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**

LOUISIANA ENVIRONMENTAL TRANSPORTATION, LLC

P.O. Box 1390
Larose, Louisiana 70373
Toll free: (888) 386-3198 • Phone: (985) 693-6266 • Fax: (985) 693-5715

STRAIGHT BILL OF LADING - ORIGINAL - NOT NEGOTIABLE

Shipper's No. _____

Carrier LFT SCAC _____ Carrier's No. _____

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and the shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper, on request; and all applicable state and federal regulations:

at GTS Dock, date 8-5-01 from NRC

the Property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to delivery at said destination, if on its route, or otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of 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 conditions not prohibited by law, whether printed or written, herein contained, including the conditions on the back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

TO: Consignee Acetaminophen O/L
FROM: Shipper NRC
Street GTS Dock
Destination Bayou La Batre, AL Zip 90800
Origin Bayou La Batre, AL
Delivering Carrier LFT
Vehicle Number 6230
U.S. DOT Hazmat Reg. No.

Table with 7 columns: Number and Type of Packages, HM, Description of Article, Hazard Class, Pkg. Grp., Total Quantity (mass, volume or activity), Weight (subject to correction), Class or Rate. Row 1: Haul 115 BNS of Acetaminophen O/L from NRC at GTS Dock to Bayou La Batre, AL to Acetaminophen O/L Bayou La Batre, AL.

Shipper _____ Driver _____

Receiver _____ Truck 6230 Trailer 32169

LOUISIANA ENVIRONMENTAL TRANSPORTATION, LLC

P.O. Box 1390
Larose, Louisiana 70373
Toll free: (888) 386-3198 • Phone: (985) 693-6266 • Fax: (985) 693-5715

STRAIGHT BILL OF LADING - ORIGINAL - NOT NEGOTIABLE

Shipper's No. _____

Carrier LE7 SCAC _____ Carrier's No. _____

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and the shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper. on request; and all applicable state and federal regulations:

at _____, date 8/5/21 from _____

the Property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to delivery at said destination, if on its route, or 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 conditions not prohibited by law, whether printed or written, herein contained, including the conditions on the back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

TO: Heddon Oil FROM: GIS
Consignee Shipper
Street
Destination Berwick Zip Origin Fourchon
Route
Delivering Carrier Vehicle Number U.S. DOT Hazmat Reg. No.

Table with 7 columns: Number and Type of Packages, HM, Description of Article, Hazard Class, Pkg. Grp., Total Quantity (mass, volume or activity), Weight (subject to correction), Class or Rate. Row 1: 112 BBL, X, Crude Oil, 3, 4.

Shipper [Redacted] Driver [Redacted]

Receiver [Redacted] Truck 235 Trailer 186

LOUISIANA ENVIRONMENTAL TRANSPORTATION, LLC

P.O. Box 1390
Larose, Louisiana 70373
Toll free: (888) 386-3198 • Phone: (985) 693-6266 • Fax: (985) 693-5715

STRAIGHT BILL OF LADING - ORIGINAL - NOT NEGOTIABLE

Shipper's No. _____

Carrier _____ SCAC _____ Carrier's No. _____

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and the shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper, on request; and all applicable state and federal regulations:

at _____, date 8/6/2021 from _____

the Property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to delivery at said destination, if on its route, or 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 conditions not prohibited by law, whether printed or written, herein contained, including the conditions on the back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Table with fields: TO: Consignee (Acadian oil), FROM: G.I.S. Dock, Shipper (Legacy Environmental), Street, Destination (Berwick, LA), Origin (Foyeaton, LA), Route, Delivering Carrier, Vehicle Number, U.S. DOT Hazmat Reg. No.

Main table with columns: Number and Type of Packages, HM, Description of Article, Hazard Class, Pkg. Grp., Total Quantity, Weight, Class or Rate. Row 1: Crude oil, 124.3 BBLS.

Shipper [Redacted]

Driver [Redacted]

Receiver [Redacted]

Truck 6242 Trailer 187

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY

Courvilleau Dock Port Fouchon

0645

NAME OF VESSEL

Harvey Deep Sea

DATE TRANSFER OPERATIONS STARTS

7-26-2021

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.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	B. Cargo hoses and/or loading arms are long enough for intended use.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	C. Cargo hoses are adequately supported to prevent undue strain on the couplings.	<input checked="" type="checkbox"/>
<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.)	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	E. Each flange connection on the cargo system not being used during the transfer operation is blanked or shut off.	<input checked="" type="checkbox"/>
<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.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	G. The overboard or sea suction valves are sealed or lashed in the closed position.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	H. Adequate spill containments have been provided for couplings.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	I. All scuppers or other overboard drains are closed or plugged.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	J. A communications system is provided between the facility and the vessel.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	K. Emergency shutdown system is available and operable.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	L. Communication procedures are established and understood between persons in charge.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	M. Qualified and designated personnel are in charge and on duty at the terminal and vessel control stations.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	N. One person at the vessel control station is present who fluently speaks the language of the terminal control station.	<input checked="" type="checkbox"/>
<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.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	P. Adequate lighting of the vessel and terminal work areas and manifold areas is provided.	<input checked="" type="checkbox"/>
	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.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...2. Sequence of transfer operation.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...3. Transfer rate of flow.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...4. Name or title and location of each person participating in the transfer operation.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...5. Particulars of the transferring and receiving systems.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...6. Starting, stripping, topping and shutdown have been discussed and understood.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...7. Emergency procedures including notification, containment and cleanup of spills.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...8. Watch and shift arrangements.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	...9. Notification before leaving stations.	<input checked="" type="checkbox"/>

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	Signature	[Redacted]	PERSON IN CHARGE OF FACILITY	S	[Redacted]
	Title	<u>THM Finish 0840</u>		Title	<u>RJC 910</u>
	Time	<u>0600</u>		Date	<u>7-26-21</u>
				Time	<u>0600</u>
				Date	<u>7-26-21</u>

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

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

23060

EMERGENCY RESPONSE CONTACT:

ES & H (Tkt#1) Date Aug. 5 20 21
985-851-5055

Operator Couvillion Lease No. C G

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Lease Name Fouchon la.

Field _____

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

TANK NO. Tank 03 SIZE 20,000
EST. GROSS GALLONS @ °F

LOG NUMBER _____
OBSERVED GRAVITY 28 @ 80 °F
PERCENT BS & W 1 % TEMPERATURE OF OIL IN TANK °F

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

DELIVERY STATION Berwick la.
GROSS BARRELS 115
X FACTOR .9818
NET BBLs. PER RUN TIC. 112.91

TEMP. FACTOR .9917 x BS & W FACTOR .9900 = X FACTOR .9818
GROSS OPEN [REDACTED]
TARE [REDACTED]
NET CLOSE DRIVER [REDACTED]
OPERATOR'S WITNESS _____

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	112.91
		BS		1.15
		Temp		.94

"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

23061

EMERGENCY RESPONSE CONTACT:

ES & H (Trk #2) Date Aug 5, 2021
985-851-5055

Operator Couvillion Lease No. C G

Lease Name Fourchon 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 03</u>	<u>20,000</u>	

OLD		OBSERVED GRAVITY <u>28 @ 80 °F</u>
NEW		
		PERCENT BS & W <u>1%</u> TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	<u>Ticket #2</u>	OFFICE USE ONLY	
TIME ARRIVED AM PM		GRAVITY CORR. TO 60 °F	
TIME DEPARTED AM PM		1st	
		2nd	

DELIVERY STATION <u>Berwick La.</u>	GROSS BARRELS <u>111</u>
TEMP. FACTOR <u>-.9917</u> x BS & W FACTOR <u>.9900</u> = X FACTOR <u>-.9818</u>	X FACTOR <u>-.9818</u>
	NET BBL. PER RUN TIC. <u>108.98</u>

GROSS	OPERATOR'S WITNESS
TARE	
NET	

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	108.98
		BS		1.11
		Temp		.91

"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

23062

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055

(Truck #3) Date Aug 5, 20 21

Operator Couvillion Lease No. C G

Lease Name Fouchon La.

Field

G A U G E	OIL LEVEL		BS&W LEVEL		TANK TEMP
	FEET	INCHES	FT.	INCHES	
1st					
2nd					

TANK NO. <u>Tank 03</u>	SIZE <u>20,000</u>	EST. GROSS GALLONS @ °F
----------------------------	-----------------------	-------------------------

OLD		OBSERVED GRAVITY <u>28 @ 85 °F</u>
NEW		PERCENT BS & W <u>7/10 %</u> TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	<u>Ticket #3</u>	OFFICE USE ONLY
TIME ARRIVED AM PM		GRAVITY CORR. TO 60 °F
TIME DEPARTED AM PM		1st

DELIVERY STATION <u>Berwick La.</u>	GROSS BARRELS <u>105</u>
TEMP. FACTOR <u>.9896</u> x BS & W FACTOR <u>.9930</u> = X FACTOR <u>.9827</u>	X FACTOR <u>.9827</u>
	NET BBL. PER RUN TIC. <u>103.18</u>

GROSS	O P E N	
TARE		
NET		

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	103.18
		BS		.73
		Temp		1.09

"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: Date: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

23063

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055 (Trk#1) Date Aug 6 2021

Operator Cowillion Lease No. C G

--	--	--	--	--	--	--	--

Lease Name Fouchon la

Field _____

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO. Tank 03
SERIAL NUMBERS

SIZE 20,000

EST. GROSS GALLONS @ °F

OLD				
NEW				

OBSERVED GRAVITY 29 @ 82 °F
PERCENT BS & W 1.29 % 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 la.

GROSS BARRELS 118
X FACTOR .9789
NET BBLs. PER RUN TIC. 115.51

TEMP. FACTOR .9908 x BS & W FACTOR .9880 = X FACTOR .9789

GROSS	O P E N C L O S E	[REDACTED]
TARE		
NET		

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	115.51
		BS		1.42
		Temp		1.07

"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

23064

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055 (Truck #2) Date Aug 6 20 21

Operator Cowillion Lease No. C G

Lease Name Fourchon La.

Field

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

TANK NO.	SIZE
<u>Tank 03</u>	<u>30,000</u>
EST. GROSS GALLONS @ °F	

OLD	NEW	OBSERVED GRAVITY	TEMPERATURE OF OIL IN TANK °F
		<u>29 @ 85</u>	
		PERCENT BS & W	TEMPERATURE OF OIL IN TANK °F
		<u>1.4 %</u>	

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

Ticket #5

DELIVERY STATION <u>Berwick La.</u>	GROSS BARRELS <u>117</u>
TEMP. FACTOR <u>0.9895</u> x BS & W FACTOR <u>0.9860</u> = X FACTOR <u>0.9756</u>	X FACTOR <u>0.9756</u>
	NET BBL. PER RUN TIC. <u>114.154</u>

GROSS	OPEN	
TARE		
NET		
OPERATOR'S WITNESS		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>114.15</u>
		<u>BS</u>		<u>1.64</u>
		<u>Temp</u>		<u>1.21</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: _____

ACADIANA OIL & ENVIRONMENTAL CORPORATION

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

TRANSPORT MANIFEST

Lease Run Ticket

23065

EMERGENCY RESPONSE CONTACT:

ES & H (Trk.#3) Date Aug 6 20 21
985-851-5055

Operator Cowillion Lease No.

C	G								
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Lease Name Fourchon La.

Field _____

G A U G E	OIL LEVEL		BS&W LEVEL		TANK TEMP
	FEET	INCHES	FT.	INCHES	
1st					
2nd					

TANK NO. <u>Tank 03</u>	SIZE <u>2,000</u>
EST. GROSS GALLONS @ °F	

SERIAL NUMBERS	OBSERVED GRAVITY <u>28</u> @ <u>85</u> °F
OLD	PERCENT BS & W <u>26</u> %
NEW	TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	<u>Ticket #6</u>	OFFICE USE ONLY
TIME ARRIVED AM PM		GRAVITY CORR. TO 60 °F
TIME DEPARTED AM PM		1st
DELIVERY STATION <u>Berwick La.</u>		2nd
TEMP. FACTOR <u>0.9896</u> x BS & W FACTOR <u>0.9740</u> = X FACTOR <u>0.9639</u>		GROSS BARRELS <u>123</u>
		X FACTOR <u>0.9639</u>
		NET BBL. PER RUN TIC. <u>118.56</u>

GROSS	O P E N	
TARE		
NET		
	C L O S E	DRIVER <u>7 0</u>
		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	118.56
		BS		3.20
		Temp		1.25

"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] -DOC-00056 Date: _____