



Couvillion Group, LLC
MC 20 Hydrocarbon Pump-Off #36
Results Report

**Document #: Couv-MC20-O&M-RPT-
DOC-00060**
3/31/2022

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Revision	Date		Remarks
0	3/31/2022		Initial Document

Summary:

Couvillion Group's Rapid Response Collection System initiated its thirty sixth collection cycle on 1/13/2022 and completed the cycle on 2/18/2022 resulting in a collection duration of 35.8 days. Using the OSV Brandon Bordelon the collected hydrocarbon fluid that was recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Port Fourchon, Louisiana. Vessel to Dockside Transfer commenced on 2/21/2021, with 678.5 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On 3/10/2022, NRC verified the initial measurement of 678.5 bbl of hydrocarbon fluids in frac tanks 1-3 via strap measurements. After the strap measurements were taken, a total of 16.2 bbl of hydrocarbon fluid was removed from frac tank 3 and sent to the Couvillion yard in Belle Chasse for SSS testing. This left a total of 662.3 bbl of hydrocarbon fluid in frac tanks 1-3.

On the morning of 3/18/2022, Couvillion Group measured a start value of 680.6 bbl of hydrocarbons in tanks 1-3 via strap measurements which was within 2.8%. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1-3, a total of 54.9 bbl of water was decanted. This 54.9 bbl of water, in addition to the 27.7 bbl of residuals in tank 4, was sent to E.R.R. Evergreen LLC in Belle Chasse for disposal.

After SSS testing was completed, 19.8 bbl of hydrocarbon fluid was returned to tank 3 on 3/21/2022. The returned hydrocarbon fluid contained the hydrocarbon fluids taken from tank 3 on 3/21/2022 for SSS separator testing plus some additional water from within the test tank collected during the recovery of the hydrocarbons.

On the morning of 3/23/2022, Couvillion Group measured 645.5 bbl of hydrocarbons in tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the second decant process began. From frac tanks 1-3, a total of 3.1 bbl of water was decanted. This 3.1 bbl of water was then pumped into tank 4. A gross total of 610.8 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 578.9 bbl of oil was transferred from tanks 1-3 in the Port Fourchon Yard to the Acadiana Oil Company.

Procedures Followed:

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

Execution:

Offshore Collection of Hydrocarbon Fluids at MC 20 Site:

The Brandon Bordelon OSV moved in place on location at MC20 on 2/18/2022 at 17:16 hrs. An as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. Pumping commenced at 00:45 hrs on 2/19/2022 and ended at 10:00 on 2/19/2022. Fluids were sampled on the

vessel every 20 minutes for field analysis to determine the estimated oil to water ratios until water breakthrough occurred and collection operations were then stopped. **A total of 690.7 bbl of hydrocarbon fluid was collected according to the tank strap measurement taken offshore.** Upon pump off completion the hoses and pump were surfaced and flushed with saltwater that was sent to a filtration system for treatment and over boarding.

Vessel to Dockside Transfer

The Brandon Bordelon arrived at the Couvillion Dock in Port Fourchon, Louisiana on 2/21/2022. On the morning of 2/21/2022 hoses were run from the tanks on the vessel through a diaphragm pump which was on the Couvillion dock and then run to 500 bbl frac tanks. The pump-off process was begun and continued until all MPT tanks aboard the OSV Brandon Bordelon were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel were emptied, then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 678.5 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 3/23/2022 at 06:00 hrs the first round of frac tanks to tank truck transfers commenced. A hose was attached to the frac tank and ran through a diaphragm pump into a tank truck. Pumping commenced and the first truck received 152.5 bbl and the second truck received 152.7 bbl of hydrocarbon fluids. The second day of truck transfers began on 3/24/2022 at 06:00. The first truck received 148.0 bbl of hydrocarbon fluids and the final truck of the pump off 36 transfers received 157.6 bbl of hydrocarbon fluids. There was a total of 31.6 bbl of residual fluids which remained in frac tanks 1-3 and was later pumped into tank 4. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Total fluid reconciliation for frac tanks 1-3 was within 3.1%.

Truck to Facility Transfer

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

Summary Tally and Running Totals:

The tables below show an oil tally, a total fluid reconciliation and a flow rate calculation. In total 678.5 bbl of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 610.8 bbl to the Acadiana Oil Company, which netted out to a total of 578.9 bbl.

From a total fluid reconciliation standpoint, measurements at different site locations were within 3.1 % for frac tanks 1-3. The calculated flow rate during the 35.8-day collection cycle offshore was 16.2 bbl/day or 680.4 gallon/day. Since installation of the RRS in April 2019, Couvillion Group has collected an average of 20.5 bbl/day or 861.0 gal/day. Monthly pump off 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 942,732.0 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	215.7	0.0							
	5/6/2019			113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019	223.5	15.6							
	5/8/2019			101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019	331.2	0.0							
	5/16/2019			103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019	905.5	32.5	139.4	138.7	0.0	0.0		310.6	
	6/20/2019			137.7	140.7	140.6	144.1		563.1	
	6/21/2019			48.5	0.0	0.0	0.0	0.6	49.1	
	PO4: Total								922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3	139.2	142.7				281.9	
	8/1/2019			139.1	140.7	146.0	138.0		563.8	
	8/2/2019			99.8	101.0			45.2	246.0	-0.7
	PO5: Total								1188.0	
Pump Off #6	8/26/2019	874.6	56.8	141.7	140.3	141.5			480.3	
	8/27/2019		*	140.5	137.2	61.3		57.9	396.9	
	PO6: Total							*	877.2	0.3
Pump Off #7	9/23/2019	880.4	41.3	138.0	144.3	142.6			466.2	
	9/24/2019		*	144.4	143.7	55.3		55.3	398.7	
	PO7: Total							*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2						27.2	
	10/22/2019			143.9	154.3	144.0			442.2	
	10/23/2019			137.7	130.0				267.7	
Residual Tank	10/23/2019	205.1	53.5			125.4		66.4	245.3	
	PO8: Total								982.4	-1.0
Pump Off #9	11/19/2019		32.0	142.3	143.8	145.3			463.4	
	11/20/2019	757.8		145.6	92.1			55.6	293.3	
	PO9: Total								756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4	142.0	71.4	146.4			393.2	
	12/18/2019			146.4	144.3	144.0	47.4	73.9	556.0	
	PO10: Total								949.2	0.7
Pump Off #11	1/9/2020	691.0	39.2	128.7	128.0	129.8			498.4	
	1/10/2020			79.4	92.6			72.7	172.0	
Residual Tank	1/8/2020	307.0	81.5	141.9				121.7	345.1	
	PO11: Total								1015.5	1.8
Pumpoff #12	2/11/2020	722.5	49.1						49.1	
	2/12/2020		2.7	120.8	102.1	99.0			324.6	
	2/13/2020		3.9	149.5	114.2			87.5	355.1	
	PO12: Total							*	728.8	0.9
Residual tank	2/17/2020	265.8	93.6	108.2					201.8	
	2/18/2020		23.5					121.7	145.2	
	Resid Total								347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6						39.6	
	3/12/2020		2.8	114.5	138.3				255.6	
	3/13/2020			93.6	120.0			63.7	277.3	
	PO13: Total								572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1						55.1	
	4/16/2020			147.2	145.2	148			440.4	
	4/17/2020			144.9	144.1	87.4		65.4	441.8	
	PO14: Total								937.3	0.9
Residual tank	4/13/2020	244.1	67.6						67.6	
	4/14/2020			149.9				26.6	176.5	
									244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3						18.3	
	5/7/2020		1.2	150.3	148.0	145.2			444.7	
	5/8/2020			147.2	131.7			40.0	318.9	
	PO15: Total								781.9	-0.2
Pumpoff #16	5/27/2020	583.3	25.3						25.3	
	5/28/2020			142.1					142.1	
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
	PO16: Total								583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020	956.3	23.6						23.6	
	7/9/2020		2.4	149.1	148.8	149.2			449.5	
	7/10/2020			150.7	137.1	119.9		63.3	471	
	PO17: Total								944.1	-1.3
Pumpoff #18	7/22/2020	642.6	14.3							
	7/27/2020			129.9	140.6	138.2	139.8	0.0		
	7/28/2020		13.6	66.0					642.4	0.0
Residual Tank	7/22/2020	299.6	67.2							
	7/28/2020		31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020	886.4	7.8	128.2	135.5					
	9/2/2020			131.2	135.9	135.9	134.8	76.2	885.5	-0.1
Residual Tank	8/31/2020	292.6	102.9					189.7	189.7	

Total Fluid Reconciliation

	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)			
Pumpoff #20	9/29/2020 9/30/2020	450.9	52.9	144.0 85.7	143.5			24.8	450.9	0.0
Residual Tank	9/30/2020 10/1/2020	273.2	116.1 2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020 10/16/2020	610.1	14.0	139.0 147.2	145.3 136.0			28.6	610.1	0.0
Residual Tank	10/14/2020 10/15/2020	293.4	111.8 132.1					49.5	293.4	0.0
Pumpoff #22	11/16/2020 11/17/2020	673.2	68.7 2.7	146.5 133.2	143.4	146.4		32.3	673.2	0.0
Pumpoff #23	12/30/2020 12/31/2020	784.3	30.3	146.1 145.3	146.8 113.9	145.2		56.7	784.3	0.0
Pumpoff #24	1/27/2021 1/28/2021 2/19/2021	663.9	23.3 11.8	140.2 146.0	150.7	115.3		68.5	655.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9				32.8	164.8	0.0
Pumpoff # 25	3/3/2021 3/8/2021 3/9/2021	738.1	26.1 5.7	144.6 144.1	146.5 77.3	146.0		47.8	738.1	0.0
Pumpoff # 26-27	4/1/2021 4/20/2021 4/21/2021 4/22/2021 4/23/2021	1016.9	73.8 60.2 6.4	 143.7 123.5 111.4	 142.6 146.4	 144.1		62.2	1014.3	-0.3
Residual Tank	4/21/2021 4/22/2021 4/23/2021	216.9	9.4 18.2 32.6	132.5				23.8	216.5	-0.2
Pumpoff #28	5/26/2021 5/27/2021 5/28/2021	706.1	72.5	144.5 81.1	141.4 88.7	143.3		34.6	706.1	0.0
Pumpoff #29	7/14/2021 7/15/2021	631.7	81.4	114.7	150.8	119.8	155.3	9.7	631.7	0.0
Residual Tank	7/16/2021 7/21/2021	371.2	219.1 152.1						371.2	0.0
Pumpoff #30	8/4/2021 8/5/2021 8/6/2021	750.2	20.4	115.3 118.5	112.6 118.4	106.8 124.3		33.9	750.2	0.0
Pumpoff #31	9/22/2021 9/23/2021 9/24/2021	598.4	16.7 28.2	145.6 126.3	142.9 138.7				598.4	0.0
Pumpoff #32	11/3/2021 11/4/2021 11/5/2021 11/9/2021	937.1	31.7	147.8 152.5 150.2 118.8	148.7 154.6			32.0	936.3	-0.1
Pumpoff #33	11/29/2021 11/30/2021 12/1/2021	786.2	56.0	142.9 141.5	144.0 130.9	149.6		21.3	786.2	0.0
Pumpoff #34	1/5/2022 1/6/2022 1/7/2022	673.8	107.1	149.6 86.4	144.0	152.3		34.2	673.6	-0.6
Pumpoff #35	2/8/2022 2/15/2022 2/16/2022 2/17/2022	551.9	6.2 9.3	144.1 125.5	140.2 121.8			8.3	555.4	0.6
Residual Tank	2/8/2022 2/17/2022	207.1	104.8 1.5	94.0				6.8	207.1	0.0
Pumpoff #36	2/21/2022 3/18/2022 3/23/2022 3/24/2022	678.5	54.9 3.1	152.5 148.0	152.7 157.6			31.6	700.4	3.1

Barrels of Oil Collected Daily

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

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	2/18/2022	17:25	1043.7	21,416.4	20.5	861.0 gallons/day
Total Collection to date	4/12/2019	0:00	2/18/2022	17:25	1043.7	22,446.0	21.5	936.6 gallons/day

Totals from Pump off 1-36

	Bbl	Gal
Net Oil collected	22,446.0	942,732.0
Total Oily fluids collected:	25,336.1	1,064,116.2

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: 2/21/22

Time Transfer Ended: 10:30

	Column A	Column B	Column C	Column D	Column E
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100
Tank 1	0.0	Port 359.1	231.2	231.2	
Tank 2	0.0	Starboard 331.6	234.3	234.3	
Tank 3	0.0		212.0	212.0	
Total	0.0	690.7	678.5	678.5	-1.8

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

Sign-off by: USCG Rep Signed Name: _____ Printed Name: _____ Date: 2/21/22

Couvillion Rep Signed Name: _____ Printed Name: _____ Date: 2/21/22

~~Cypress Rep~~ Signed Name: _____ Printed Name: _____ Date: _____

NRC Rep Signed Name: _____ Printed Name: _____ Date: 2-21-2022

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

Date: 3-18-22 Time: _____

Time Measurements begin after Vessel Offloading in hours: _____

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	231.2	239.8	195.5	44.3
Tank 2	234.3	238.6	234.3	4.3
Tank 3	213.0	202.2	195.9	6.3
Total	678.5	680.6	625.7	54.9
Sludge tank 4	27.7	27.7	0	27.7

Sign-off by: USCG Rep (optional) Signed Name: _____ Printed Name: _____ Date: 3-18-22

Couvillion Rep Signed Name: _____ Printed Name: _____ Date: 3-18-22

NRC Rep Signed Name: _____ Printed Name: _____ Date: 3-18-22

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 3-18-22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	195.5
Tank 2	234.3
Tank 3	195.9

Sludge Tank 4

0

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

Printed Name

Date: 3-18-22

Couvillion Rep

Signed Name

Printed Name

Date: 3-18-22

NRC Rep

Signed Name

Printed Name

Date: 3-18-22

Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 3-18-22

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1	239.8	195.5	44.3
Tank 2	238.6	234.3	4.3
Tank 3	202.2	195.9	6.3
Sludge Tank 4	27.7	0	27.7

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	195.5
Tank 2	234.3
Tank 3	195.9

Tank 4 0

Sign-off by: USCG Rep(Optional)	Signed Name		Printed Name	Date: <u>3-18-22</u>
	Couvillion Rep		Printed Name	Date: <u>3-18-22</u>
	NRC Rep		Printed Name	Date: <u>3-18-22</u>

Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 3-23-22

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	AOC	2001-03	3-23-22	AOC	152.5		
2	AOC	2001-01	3-23-22	AOC	152.7		
Total Volumes Shipped by Gallons/bbls							

End of Shipments date: 3-23-22

Sign-off by: USCG Rep (Optional) Signed Name _____, Printed Name _____, Date: 3-23-22

Couvillion Rep Signed Name _____, Printed Name _____, Date: 3-23-22







NRC Rep Signed Name _____, Printed Name _____, Date: 3/23/22

Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 3-23-22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	77.7
Tank 2	6.8
Tank 3	214.5

Sign-off by: USCG Rep (Optional)	Signed Name:		Printed Name:		Date: <u>3-23-22</u>
Couvillion Rep	Signed Name:		Printed Name:		Date: <u>3-23-22</u>
NRC Rep	Signed Name:		Printed Name:		Date: <u>3/23/22</u>

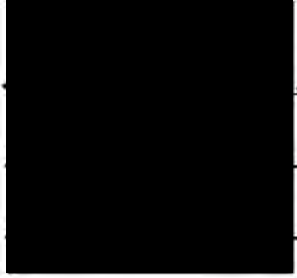
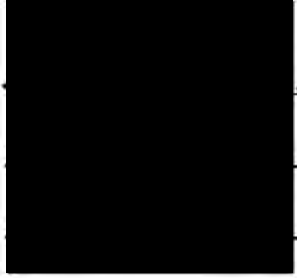
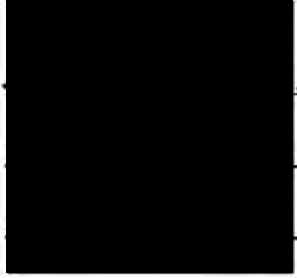
Attachment D: Decanted Water from Frac Tanks to Disposal Facility

Date: 3-23-22

	Column A	Column B	Column C
	Beginning Tank Strap Measurement bbl	Decant and then Tank Strap Measurement bbl	Volume of oily water transferred to Disposal Facility Column B – Colum using Strap Measurement bbl
Tank 1	195.5	193.6	1.9
Tank 2	234.3	234.3	0
Tank 3	215.7	214.5	1.2

Residual Volume left in Tanks

	Strap Measurement bbl
Tank 1	193.6
Tank 2	234.3
Tank 3	214.5

Sign-off by: USCG Rep(Optional) Signed Name:		Printed Name	Date: <u>3-23-22</u>
Couvillion Rep Signed Name:		Printed Name	Date: <u>3-23-22</u>
NRC Rep Signed Name:		Printed Name	Date: <u>3-23-22</u>

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

Date: 3-23-22

Time: _____

Time Measurements begin after Vessel Offloading in hours: _____

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	195.5	195.5	193.6	1.9
Tank 2	234.3	234.3	234.3	0
Tank 3	6.3	215.7 *	214.5	1.2
Total	436.1	645.5	642.4	3.1

Sign-off by: USCG Rep (optional) Signed Name: _____, Printed Name: _____, Date: 3-23-22

Couvillion Rep Signed Name: _____, Printed Name: _____, Date: 3-23-22

NRC Rep Signed Name: _____, Printed Name: _____, Date: 3/23/22

* On 3/10/22 Couvillion Group removed 16.2 bbls of Fluids from Proc tank #3 to use in the Couvillion Group yard at 1701 Engineers Rd., Belle Chasse, LA for SSS testing. After testing was completed, 19.8 bbls of Fluid was returned to the tank on 3/21/22. On the morning of 3/23/22

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7/8/19

a starting measurement of 215.7 bbls was recorded, which results in a 0.9 bbl difference of volume recorded at 3 from Pre & Post SSS testing.



Attachment C: WASTE MANAGEMENT TRACKING FORM
Residual Frac Tank Bottoms

Date: 3-23-22

Residual Volume left in Tanks

Table with 2 columns: Tank ID, Strap Measurement after Trucks Loaded in each tank (bbls). Rows: Tank 1 (115.9), Tank 2 (6.8), Tank 3 (214.5)

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

Printed Name

Date: 3-23-22

Couvillion Rep

Signed Name:

Printed Name

Date: 3-23-22

NRC Rep

Signed Name:

Printed Name

Date: 3-23-22



Attachment C: WASTE MANAGEMENT TRACKING FORM

Oil Water Transportation and Net Crude Oil

Start Shipments Date: 3-24-22

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Port Fourchon Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
3	AOC	2001-03	3-24-22	AOC	148		
4	AOC	2001-01	3-24-22	AOC	157.6		
Total Volumes Shipped by Gallons/bbls					305.6 bbls		

End of Shipments date: _____

Sign-off by: USCG Rep (Optional) Signed Name: [Redacted], Printed Name: [Redacted], Date: 3-24-22

Couvillion Rep Signed Name: [Redacted], Printed Name: [Redacted], Date: 3-24-22

NRC Rep Signed Name: [Redacted], Printed Name: [Redacted], Date: 3/24/22

Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

Date: 3-24-22

Residual Volume left in Tanks

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	16.8
Tank 2	6.8
Tank 3	8

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

Printed Name

Date: 3-24-22

Couvillion Rep

Signed Name:

Printed Name

Date: 3-24-22

NRC Rep

Signed Name:

Printed Name

Date: 3/24/22

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: [REDACTED], Printed Name: [REDACTED], Date: 3-24-22
 Couvillion Rep Signed Name: [REDACTED], Printed Name: [REDACTED], Date: 3-24-22
 NRC Rep Signed Name: [REDACTED], Printed Name: [REDACTED], Date: 3/24/22

Appendix II

NRC Waste Handling Documentation

DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

Date: 2-21-22	Location: 6SI Dock
Facility/Vehicle Number:	Start Time End Time
Vessel Name: Brandon Borden	08:30 10:30
Vessel Official Number:	Vessel Capacity (Total) (bbls):
Product Transferred: Crude	Est. Transfer Volume (bbls): 690.7

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

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

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.



2-21-22 06:00
DATE TIME

2-21-22 06:00
DATE TIME

PIC RECEIVING - NAME TITLE

TRANSFER COMPLETED:

AMOUNT (GALLONS) DATE TIME

(FORM UPDATED April 15 2019)

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY Port Fouchon / Couvillion, GTS 2-21-2022 0700
 NAME OF VESSEL Brandon Borden DATE TRANSFER OPERATIONS STARTS

An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving persons in charge.
 Persons in charge indicate by a check (✓), in the appropriate spaces, that the specific requirement has been met.

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



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				
	Time	Date	FACILITY	Time
	06:00	2-21-22		0600
				Date 2-21-2022

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

	SAFETY MANAGEMENT SYSTEM	
Job Hazard Analysis		Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 2-21-2022

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

JOB HAZARD ANALYSIS

➊ Job Steps	➋ Potential Hazards	➌ 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
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 	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> 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
			pm	7/27/20
				2-21-2022

ACKNOWLEDGEMENT

Employee Name	Signature	Date
		2-21-22
		2-21-22



SAFETY MANAGEMENT SYSTEM





Job Hazard Analysis

Revision: 08/2015



J/S/112

Boat Transfer Pump off 33 of 34

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

Date: <u>2-21-2022</u>	Start Time: <u>0600</u>	Job Number: <u>19-0192</u>
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- Land Emergency Response
 Marine Emergency Response
 Land Service
 Marine Service

SITE DESCRIPTION / WORK SUMMARY

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



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

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

SCOPE OF WORK

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

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



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

ATTACHMENTS

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

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

SAFETY PLAN APPROVAL



Site Safety Officer Jesse Bridges Date 2-21-2022

ACKNOWLEDGMENTS (signed by all NRC site personnel)

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

Date	Print Name	Signature
2-21-22		
2-21-22		
2/21/22		

Pump Off 33 of 36 Dec 11/2/13

	SAFETY MANAGEMENT SYSTEM	
	Job Hazard Analysis	

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer 3-18-2022

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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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
Peter Brause, CSP	H&S Program Manager			7/27/20

ACKNOWLEDGEMENT

Employee Name	Signature	Date



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015



03/18/22
3/18/22
3/18/22

Decan Trucks 2 Pump Off # 33 of 34



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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

03-23-2022

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

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

APPLICABLE REGULATION / SOPS / ALERTS

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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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
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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
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 	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> 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
Peter Brause, CSP	H&S Program Manager	[Redacted]	pm	7/27/20
[Redacted]	[Redacted]	[Redacted]	[Redacted]	3-23-22
[Redacted]	[Redacted]	[Redacted]	[Redacted]	7/07/22
[Redacted]	[Redacted]	[Redacted]	[Redacted]	8/23/22

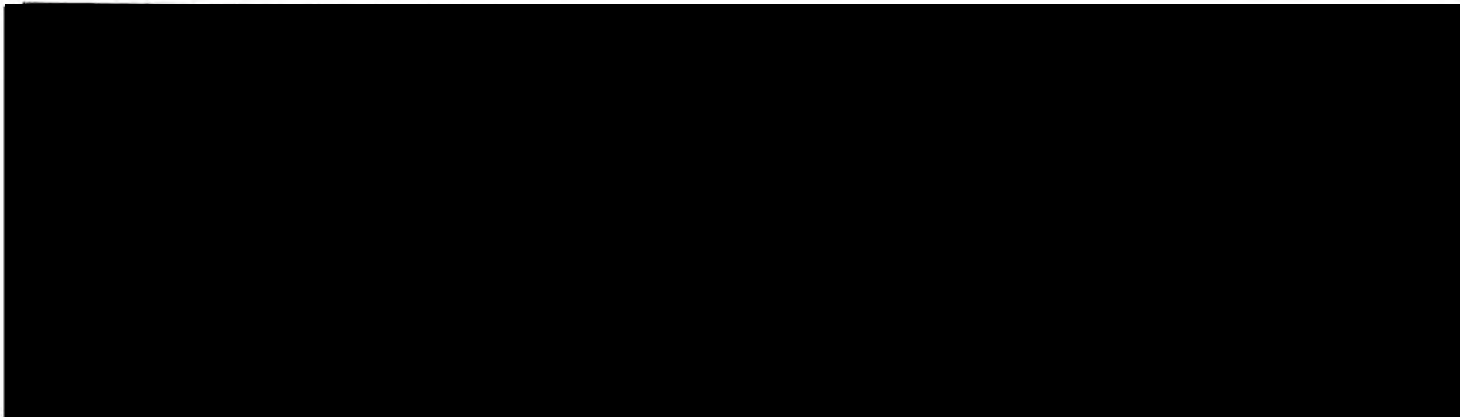


SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015





SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

Pump Off 33 of 36

3-24-22

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

2 Trucks

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

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		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
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SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

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REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager			7/27/20
				3-24-22
				03-24-22
				03/24/22
				03/24/22

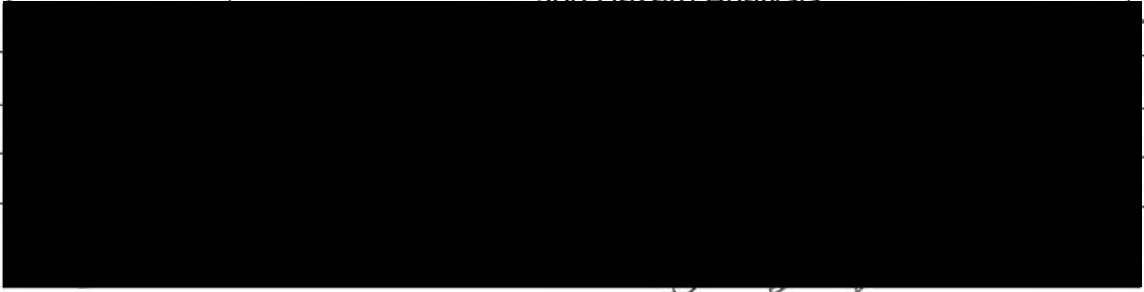


SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015



3-24-22

3/24/22

3/24/22

CORPORATION

TRANSPORT MANIFEST

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

Lease Run Ticket

23569

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055

Date 3-23 2022

Operator COUILLION Lease No.

C	G								
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Lease Name 1/3 Terrell TRADING

Field Fourchon, La

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.

SIZE

EST. GROSS GALLONS @ °F

SERIAL NUMBERS	
OLD	<u>01900373</u>
NEW	<u>01900522</u>

OBSERVED GRAVITY 26 @ 62 °F
PERCENT BS & W 5/10% TEMPERATURE OF OIL IN TANK °F

meter 164474.5
LOG NUMBER 16446228
TIME ARRIVED 12:05 AM/PM
TIME DEPARTED 1300 AM/PM

TRUCK TIME
0500-1500
10 hrs

OFFICE USE ONLY	
GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>148.30</u>
X FACTOR	<u>.9942</u>
NET BBL. PER RUN TIC.	<u>147.44</u>

DELIVERY STATION Central Crude (Shell) Gibson, La

TEMP. FACTOR <u>.9992</u>	x	BS & W FACTOR <u>.9990</u>	=	X FACTOR <u>.9942</u>
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GROSS	O P E N	[REDACTED]
TARE		
NET	C L O S E	DRIVER
		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>147.44</u>
	<u>Temp</u>			<u>.12</u>
	<u>BSW</u>			<u>.74</u>

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

Shipper: Mike LeBlanc Jr. Date: _____

CORPORATION

TRANSPORT MANIFEST

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

Lease Run Ticket

23691

EMERGENCY RESPONSE CONTACT:

E S & H
985-851-5055

Date 3-23 2022

Operator Couville Lease No. C G

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

Lease Name 40 Twell Trudy

Field Fourch

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT	INCHES	

TANK NO.

SIZE

EST. GROSS GALLONS @ °F

OLD	NEW
<u>1900522</u>	<u>1900627</u>

OBSERVED GRAVITY 27 @ 23 °F

PERCENT BS & W 9% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER

TIME ARRIVED 1340 AM PM

TIME DEPARTED 1410 AM PM

DELIVERY STATION Central Ave (Stall) Gibson

OFFICE USE ONLY
GRAVITY CORR. TO 60 °F

1st


2nd

GROSS BARRELS 147.9

X FACTOR .9860

NET BBL. PER RUN TIC. 145.84

TEMP. FACTOR <u>.9950</u>	x	BS & W FACTOR <u>.9910</u>	=	X FACTOR <u>.9860</u>
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GROSS <u>TRUCK</u>	O P E N	DRIVER
		OPERATOR'S WITNESS
		
TARE <u>1600</u>	C L O S E	
NET <u>0530</u>		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>145.84</u>
	Temp			<u>.73</u>
	BSW			<u>1.33</u>

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

Shipper: Mike LeBlanc Jr. Date: _____

CORPORATION

TRANSPORT MANIFEST

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

Lease Run Ticket

23570

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055

Date 3-24 20 22

Operator Couville Lease No. C G

Lease Name Go Terrell TRADING

Field Fourchow, La

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT.	INCHES	

TANK NO.

SIZE

EST. GROSS GALLONS @ °F

OLD	NEW
01900627	01900720

OBSERVED GRAVITY 25 @ 60 °F
PERCENT BS & W 7/10 % TEMPERATURE OF OIL IN TANK °F

meter 1644770
NUMBER 16449128

7 AM - 1300
9.5 hrs

OFFICE USE ONLY

TIME ARRIVED 1030 AM
TIME DEPARTED 1130 AM

GRAVITY CORR. TO 60 °F
1st
2nd

central CRUDE (Shell)
DELIVERY STATION Gibson, La

GROSS BARRELS 1421.0

TEMP. FACTOR 1.0000 x BS & W FACTOR .9930 = X FACTOR .9930

X FACTOR .9930
NET BBL. PER RUN TIC. 141.11

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

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	141.11
	Temp			0.00
	BSW			.99

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

Shipper: Mike LeBlanc Jr. Date: _____

CORPORATION

TRANSPORT MANIFEST

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

Lease Run Ticket

23692

EMERGENCY RESPONSE CONTACT:

ES & H
985-851-5055

Date 3-24 2022

Operator Couville Lease No. C G

Lease Name _____

Field Fourchon, LA

GAUGE	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP
FT	INCHES	

TANK NO.	SIZE

EST. GROSS GALLONS @ °F

OLD	NEW

OBSERVED GRAVITY 25 @ 62 °F

PERCENT BS & W 3.5 TEMPERATURE OF OIL IN TANK °F

LOG NUMBER Truckline meter
TIME ARRIVED 1:30 AM PM
TIME DEPARTED 0400 AM PM
9 1/2 hrs

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

DELIVERY STATION accelum al B Erumb, LA

GROSS BARRELS	<u>150.00</u>
X FACTOR	<u>.9042</u>
NET BBL. PER RUN TIC.	<u>144.63</u>

TEMP. FACTOR <u>.9992</u>	x	BS & W FACTOR <u>.9050</u>	=	X FACTOR <u>.9042</u>
---------------------------	---	----------------------------	---	-----------------------

GROSS		OPEN	DRIVER
<u>Truckline</u>			OPERATOR'S WITNESS
TARE <u>1330</u>	NET <u>0400</u>		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>144.63</u>
	<u>Temp</u>			<u>.17</u>
	<u>BSW</u>			<u>5.25</u>

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

Shipper: Mike LeBlanc Jr. Date: _____
Couv-MC20-O&M-RPT-DOC-00060

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 3-23-22 Bill of Lading No. 1

Shipper No. 1

Memorandum

Acadiana Oil Company

Carrier No. 1

(Name of Carrier)

TO: Consignee <u>Acadiana Oil Company</u>		FROM: Shipper <u>Couillion Dock</u>	
Street <u>1825 River Rd.</u>		Street <u>554 Dudley Bernard Rd.</u>	
Destination <u>Berwick</u>	Zip Code <u>70842</u>	Origin	Zip Code <u>70357</u>
Route: <u>Hwy 90</u>	Vehicle No. <u>2001-03</u>	SCAC	Emergency Response Phone Number <u>1-888-255-3924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
152.5	X	UN1267 Petroleum Crude Oil, 3, pg.11	79.100		
		152.5			
		blk			

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____	Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.	FREIGHT CHARGES Check Appropriate Box: <input type="checkbox"/> Freight prepaid <input type="checkbox"/> Collect
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RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

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

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

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

SHIPPER	
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 3-23-22 Bill of Lading No. _____

Memorandum

Acadina O.I. Company
(Name of Carrier)

Shipper No. _____

Carrier No. _____

TO: Consignee <u>Acadina O.I. company</u>		FROM: Shipper <u>Courtilles Dock</u>	
Street <u>1825 River Rd.</u>		Street <u>554 Dudley Bernard</u>	
Destination <u>Berwick</u>	Zip Code <u>70842</u>	Origin	Zip Code <u>70</u>
Route: <u>Hwy 90</u>	Vehicle No. <u>2001-01</u>	SCAC	Emergency Response Phone Number _____

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>152.7</u>	<u>X</u>	<u>UN1267 Petroleum Crude O.I., 3, Pg. 11</u>	<u>79.100</u>		
<u>bbls</u>		<u>152.7 bbls</u>			

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____	Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges. _____ (Signature of Consignor)	FREIGHT CHARGES Check Appropriate Box: <input type="checkbox"/> Freight prepaid <input type="checkbox"/> Collect
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RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

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

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.201 (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).

CARRIER	PER
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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 3-24-22 Bill of Lading No. _____

Shipper No. 3

Memorandum

Acadiana Oil Company
(Name of Carrier)

Carrier No. 3


TO: Consignee <u>Acadiana Oil Company</u>		FROM: Shipper <u>Carvillien Deck</u>	
Street <u>15225 River Rd</u>		Street <u>554 Dudley Barraud</u>	
Destination <u>Berwick</u>	Zip Code <u>70842</u>	Origin	Zip Code <u>7025</u>
Route: <u>Hwy 90</u>	Vehicle No. <u>2001-03</u>	SCAC	Emergency Response Phone Number <u>158</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>148</u>	<u>X</u>	<u>UN 1267 Petroleum Crude Oil, S, D, II</u>		<u>78,000</u>		
<u>blts</u>		<u>148 blts</u>				

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

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

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(iii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.	The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).	Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).
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SHIPPER	
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 3-24-22

Bill of Lading No. _____
 Shipper No. 4
 Carrier No. 4

Memorandum

TO: Acadica Oil Company (Name of Carrier)
 Consignee Acadica Oil Company
 Street 1875 River Rd.
 Destination Barnich
 Route: Hwy 90 Zip Code 70842 FROM: Shipper Councillier Drack
 Street 554 Dudley Berno
 Origin _____
 Vehicle No. 2001-01 SCAC _____ Zip Code 70
 Emergency Response Phone Number _____

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>1576</u>	<u>X</u>	<u>UN 1267 Petroleum Crude Oil, 3, Pg. 11</u>	<u>79800</u>		
<u>bbls</u>		<u>157.6 bbls</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."

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 _____

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

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.

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

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) (iii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certificate prescribed in section 172.204(a) of the Federal Regulations, shall be attached to this bill of lading unless a specific exception from the regulations is noted.

The format and content of hazardous item list is the responsibility of the shipper. The shipper's interpretation of requirements of 172.201(a)(1) (iii) of Title 49 Code of Federal Regulations shall govern.

SHIPPER PER _____ (Signature)
 (3) _____ (Signature)
 The property described above is properly classified, packaged, marked, and labeled in accordance with 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 or equivalent documentation in the vehicle. Property described above is received in good order, except _____

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 03-10-2022 Bill of Lading No. _____

Shipper No. _____

Memorandum

AFIS

(Name of Carrier) Carrier No. _____

TO: Consignee <u>Couvilleon</u>		FROM: Shipper <u>Couvilleon / GTS Inc</u>	
Street <u>1709 ENGINEERS RD</u>		Street <u>554 Dudley Boulevard</u>	
Destination <u>Bele Chase AA</u>	Zip Code <u>70037</u>	Origin <u>Port Charles</u>	Zip Code <u>7</u>
Route: <u>HAUV 90</u>	Vehicle No. <u>VT-2</u>	SCAC	Emergency Response Phone Number

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 36D.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>001</u>	<u>X</u>	<u>UN1267 Petroleum Conde Oil 3, PG11</u>		<u>36,698</u>		
		<u>16.2 lbs</u>				

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

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

(Signature of Consignor)

FREIGHT CHARGES
Check Appropriate Box:
 Freight prepaid
 Collect

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

Mark with "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 specific exception from the requirement is provided in the Regulation for a particular material.

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

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

SHIPPER _____
PER _____

3 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 3-19-22 Bill of Lading No. _____

Memorandum

Shipper No. _____

AETS

(Name of Carrier)

Carrier No. _____

TO: Consignee <u>Covillion Drilling & Construction</u>		FROM: Shipper <u>Covillion Drilling & Construction</u>	
Street <u>554 Dudley Boulevard</u>		Street <u>1709 Engineers Rd.</u>	
Destination <u>Port Fourchon LA.</u>	Zip Code <u>70357</u>	Origin <u>Belle Meade LA.</u>	Zip Code <u>7</u>
Route: <u> Hwy 90</u>	Vehicle No. _____	SCAC _____	Emergency Response Phone Number _____

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>WCS</u>		<u>UN 1267 Petroleum Crude Oil 3, PG 11</u>		<u>39,495</u>		

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____	Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.	FREIGHT CHARGES Check Appropriate Box: <input type="checkbox"/> Freight prepaid <input type="checkbox"/> Collect
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RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.


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

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

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

SHIPPER _____

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.