

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

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Revision	Date	Remarks
0	3/31/2022	Initial
		Document

Summary:

Couvillion Group's Rapid Response Collection System initiated it's 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 asfound ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. 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.

Oil Tally

017.1					Truck 1				Truck 2	I et . :			Truck 3				Truck 4					Running
Oil Tally	Date	Total Fluid			Total Fluids	Total Fluid	0,	١	Total Fluids	Total Fluid	۰,	.	Total Fluids	Total Fluid	٠,		Total Fluids	Total Fluid	٠,		Total	Total
		Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at A andio no	%	Net	Net	Net
		by Siemens	Tank Strap by NRC	Diff	NRC Frac Strap	Acadiana by strap	Diff	Oil	NRC Frac Strap	Acadiana by strap	Diff	Oil	NRC Frac Strap	Acadiana by strap	Diff	Oil	NRC Frac Strap	Acadiana by strap	Diff	Oil	Oil	Oil
		(bbl)	(bbl)	Dill	(bbl)	(bbl)	Dill	(bbl)	(bbl)	(bbl)	Dill	(bbl)	(bbl)	(bbl)	וווט	(bbl)	(bbl)	(bbl)	וווט	(bbl)	(bbl)	(bbl)
Pump Off #1	4/26/2019	220.0	215.7	-2.0	(DDI)	(001)		(DDI)	(001)	(001)		(DDI)	(DDI)	(001)		(001)	(551)	(551)		(DDI)	(DDI)	(DDI)
Tunip on #1	5/6/2019	220.0	213.7	2.0	113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6									187.4	187.4
Pump Off #2	5/3/2019	246.3	223.5	-10.2																		
	5/8/2019				101.3	102.0	-0.7	99.7	82.8	83.8	-1.2	81.9									181.6	369.0
Pump Off #3	5/13/2019	335.0	331.2	-1.1																		
	5/16/2019				103.2	89.1	13.7	82.9	126.4	136.4	-7.9	132.1	108.5	99.5	8.3	80.7					295.7	664.8
Pump Off #4	6/19/2019	901.7	905.5	0.4	139.4	145.8	-4.6	143.0	138.7	139.4	-0.5	137.4										
	6/20/2019				137.7	136.2	1.1	113.0	140.7	141.4	-0.5	139.4	140.6	141.4	-0.6	134.2	144.1	141.4	1.9	138.4		
	6/21/2019				48.5	47.1	2.8	44.6													850.0	1,514.8
Pump Off #5	7/31/2019	1200.2	1196.6	-0.3	139.2	138.3	0.6	133.7	142.7	150.0	-5.1	146.5										
	8/1/2019				139.1	145.7	-4.7	135.1	140.7	138.4	1.6	131.9	146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0	000.7	2 400 5
D Off #C	8/2/2019 8/26/2019	848.0	874.6	3.0	99.8 141.7	112.9 138.4	-13.1 2.3	111.0 134.6	101.1 140.3	105.6 145.7	-4.5 -3.8	104.2 140.6	141.5	145.7	-3.0	143.2					983.7	2,498.5
Pump Off #6	8/26/2019	848.0	874.6	3.0	141.7	138.4	1.5	135.5		145.7	-3.8	139.1	61.3	65.6	-7.0	64.2						
	8/2//2013				140.5	130.4	1.5	155.5	137.2	142.0	-5.5	133.1	01.3	05.0	-7.0	04.2					757.2	3,255.7
Pump Off #7	9/23/2019	891.9	880.4	-1.3	138.0	134.7	2.4	132.4	144.3	151.8	-5.2	148.9	142.6	142.0	0.4	139.7					757.2	3,233.7
	9/24/2019	002.0		2.0	144.4	142.0	1.7	139.1	143.7	138.4	3.7	135.5	55.3	54.6	1.3	53.7					749.3	4,005.0
Pump off #8	10/21/2019	790.9	787.4	-0.4																		
	10/22/2019				143.9	131.0	9.0	129.1	154.3	151.9	1.5	149.7	144.0	136.2	5.4	134.2						
	10/23/2019				137.7	141.4	-2.7	139.2	130.0	125.7	3.3	123.6	L	L	ll				L			
Residual Tank	10/23/2019		205.1										125.4	125.7	-0.2	123.6					799.4	4,804.4
Pump off #9	11/11/2019	772.3	757.8	-1.9																		
	11/19/2019				142.3	156.5	-10.0	153.6	143.8	131.0	8.9	128.8	145.3	142.0	2.3	139.9						
	11/20/2019				145.6	145.6	0.0	143.6	92.1	94.6	-2.8	93.3									659.1	5,463.5
Pump off #10	12/17/2019	940.7	942.8	0.2	142.0	138.4	2.5	136.9	71.4	69.2	3.1	68.5	146.4	145.7	0.5	144.2						
	12/18/2019	607.7	504.0	4.0	146.4	138.4	5.5	136.8	144.3	145.7	-1.0	144.4	144.0	142.0	1.4	140.8	47.4	47.4	0.0	47.0	818.6	6,282.1
Pump off #11	1/9/2020 1/10/2020	697.7	691.0	-1.0	128.7 79.4	131.1	-1.9 -14.6	128.3 90.0	128.0	131.1	-2.4	129.3 90.0	129.8	131.1	-1.0	129.6						
Residual Tank	1/8/2020				141.9	91.0 142.0	-0.1	140.0	92.6	91.1	1.6	90.0		<u></u>							707.2	6,989.3
Pump off #12	2/12/2020	725.4	722.5	-0.4	120.8	123.8	-0.1	115.8	102.1	101.9	0.2	100.4	99.0	101.9	-2.9	97.5					707.2	0,969.5
rump on #12	2/12/2020	723.4	722.3	-0.4	149.5	160.2	-2.3	154	114.2	101.92	10.8	61.1	33.0	101.5	-2.5	37.3						
Residual Tank	2/17/2020				108.2	105.6	2.4	101.3	114.2	101.52	10.0										630.1	7,619.4
Pump off #13	3/11/2020	583.7	570.2	-2.4																		.,
	3/12/2020				114.5	115.2	-0.6	112.7	138.3	136.2	1.5	134.3										
	3/13/2020				93.6	94.3	-0.7	91.9	120.0	120.4	-0.3	117.5									456.4	8,075.8
Pumpoff #14	4/16/2020	966.7	928.8	-4.1	147.2	146.5	0.5	144.6	145.2	141.2	2.8	139.4	148.0	146.5	1.0	143.7						
	4/17/2020	L	<u> </u>		144.9	146.5	-1.1	144.3	144.1	141.2	2.0	139.1	87.4	88.9	-1.7	87.3	<u> </u>		L	L	798.4	L
Residual Tank	4/14/2020				149.9	151.9	-1.3	132.3													132.3	9,006.5
Pump off #15	5/7/2020	798.4	783.1	-1.9	150.3	145.8	3.0	143.4	148.0	153.1	-3.4	149.4	145.2	142.1	2.1	138.7						
- ******	5/8/2020				147.2	149.4	-1.5	147.6	131.7	131.2	0.4	128.6									707.7	9,714.2
Pump off #16	5/28/2020	598.8	583.3	-2.7	142.1	140.3	1.3	137.5	125.1	124.0		121 -	115.0	116.6		100 7					513.0	10 227 2
Dumm off #47	5/29/2020	070.4	050.3	1.4	138.0	138.5	-0.4	134.1	135.1	134.8	0.2	131.7	115.0	116.6	-1.4	109.7					513.0	10,227.2
Pumpoff #17	7/8/2020 7/9/2020	970.1	956.3	1.4	149.1	149.9	-0.5	146.8	148.8	145.5	2.2	142.5	149.2	149.9	-0.5	146.8						
	7/10/2020				150.7	149.9	0.7	146.8		138.0	-0.7	135.2	119.9	119.0	0.8	116.5					834.4	11,061.4
Pumpoff #18	7/22/2020	658.4	642.6	-2.5	130.7	145.0	0.7	140.0	13/.1	130.0	-0.7	133.2	113.3	113.0	0.0	110.3					334.4	11,001.4
. ampon #10	7/27/2020	030.4	072.0	2.5	129.9	129.9	0.0	127.8	140.6	140.6	0.0	137.7	138.2	138.2	0.0	135.7	139.8	139.8	0.0	137.5		
	7/28/2020				66.0	66.0	0.0	62.8											"		601.5	11,663.1
Residual Tank	7/28/2020	 			†			ļ	113	113	0.0	110.7		l							110.7	11,773.8
Pumpoff #19	9/1/2020	901.6	886.4	-1.7	128.2	128.2	0.0	125.6	135.5	135.5	0.0	132.6										
· ·	9/2/2020				131.2	131.2	0.0	128.3	136.8	136.8	0.0	134.0	134.8	134.8	0.0	132.0	135.9	135.9	0.0	133.0	785.5	12,559.3
	1	1	ı		1	I	1	1	1		1	1	1	I	1		1					

Oil Tally Cont.

					Truck 1				Truck 2				Truck 3				Truck 4					Running
Oil Tally	Date	Total Fluid	Total Fluid		Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total Fluids	Total Fluid			Total	Total
Oil fally	Date	Transfer	Frac	%	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	to Acadiana	at	%	Net	Net	Net
			Tank Strap	70	NRC Frac	Acadiana	76	Net	NRC Frac	Acadiana	70	ivet	NRC Frac	Acadiana	70	Net	NRC Frac	Acadiana	76	net	ivet	Net
		by	by NRC	Diff	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Strap	by strap	Diff	Oil	Oil	Oil
		Siemens (bbl)	(bbl)	DIII	(bbl)	(bbl)	DIII	(bbl)	(bbl)	(bbl)	DIII	(bbl)	(bbl)	(bbl)	DIII	(bbl)	(bbl)	(bbl)	DIII	(bbl)	(bbl)	(bbl)
Pumpoff #20	9/29/2020			-2.9	144.0	_	2.8	137.9			2.4	137.9	(001)	(001)		(001)	(1001)	(DDI)	_	(001)	(001)	(001)
Pumpon #20	9/30/2020	464.2	450.9	-2.9		140.0		81.6	143.5	140.0	2.4	137.9									257.4	12,916.7
Residual Tank	10/1/2020	 -	 		85.7 136.5	83.0 131.0	3.2 4.0	128.6													357.4 128.6	13,045.3
Pumpoff #21	10/1/2020	620.9	610.1	-1.8	139.0	139.0	0.0	130.8	145.3	145.0	0.2	142.1							_		128.0	13,045.3
Pumpon #21	10/15/2020	620.9	010.1	-1.8	147.2	144.0	2.2	142.5	136.0	135.0	0.2	132.9									548.3	13,593.6
D		COF C	672.2	4.0									445.4	440.0		420.2			_		348.3	13,393.0
Pumpoff #22	11/16/2020	685.6	673.2	-1.8	146.5	143.0	2.4	139.7	143.4	142.0	1.0	140.1	146.4	140.0	4.4	128.3					522.4	44425.0
D((#22	11/17/2020	704.7	704.2		133.2	130.0	4.2	124.3	445.0	440.0		138.6	145.2	427.0		422.0					532.4	14,126.0
Pumpoff #23	12/30/2020	781.7	784.3	0.3	146.1	140.0		137.3	146.8	140.0	4.6 2.5		145.2	137.0	5.6	133.9						447044
D	12/31/2020	676.5	662.0	4.0	145.3	141.0	3.0	138.4	113.9	111.0	2.5	107.2							_		655.4	14,781.4
Pumpoff # 24	1/27/2021	676.5	663.9	-1.9	123.9	*	_	*						*		_						
	1/28/2021				141.0		*		140.2	140.0	0.1	137.7	146.8		*	*						
	2/19/2021				146.0	135.0	7.5	133.7	150.7	141.0	6.4	139.0	115.3	112.0	2.9	107.05					517.5	15,298.9
Residual Tank	2/20/2021				100.9	101.5	-0.6	96.0													96.0	15,394.9
Pumpoff #25	3/8/2021	759.7	738.1	-2.9	144.6	143.0	1.1	140.9	146.5	143.0	2.4	141.7	146.0	140.0	4.1	137.4					624.7	16,019.5
	3/9/2021				144.1	140	2.8	133.9	77.3	75.0	3.0	70.8										
Pumpoff #26-27	4/21/2021	498.2	472.6	-5.4	143.7	136.2	5.2	134.8	142.6	138.6	2.8	137.2										
	4/22/2021	553.0	544.3	-1.6	123.5	129.7	-5.0	128.0	146.4	146.7	-0.2	146.6	144.1	142.0	1.5	139.9						
ļ	4/23/2021	 _							111.4	109.1	2.1	106.3	L						ļ		792.8	16,812.3
Residual Tank	4/23/2021				132.5	131	1.1	127.0													127.0	16,939.3
Pumpoff #28	5/26/2021	716.0	706.1	-1.4																		
	5/27/2021				144.5	140.6	2.7	136.3	141.1	139.0	1.5	136.6	143.3	140.4	2	137.9					565.2	17,504.5
	5/28/2021				81.1	78.0	3.8	76.1	88.7	82.0	7.6	78.3										
	7/14/2021																					
Pumpoff #29	7/15/2021	648.0	631.7	-2.6	114.7	115.3	-0.5	113.8	150.8	149.0	1.2	145.9	119.8	120.2	-0.3	118.5	155.3	151.7	2.3	149.2	527.4	18,031.9
	7/16/2021																					
Pumpoff #30	8/5/2021	763.0	750.2	-1.7	115.3	115.0	0.3	112.9	112.6	111.0	1.4	109.0	106.8	105.0	1.7	103.2					673.4	18705.3
	8/6/2021				118.5	118.0	0.4	115.5	118.4	117.0	1.2	114.2	124.3	123.0	1.0	118.6						
Pumpoff #31	9/23/2021	616.2	598.4	-3.0	145.6	141.6	2.7	140.0	142.9	142.9	0.0	141.8									530.8	19236.1
	9/24/2021				126.3	123.1	2.5	119.8	138.7	134.3	3.2	129.2					ļ					
Pumpoff #32	11/3/2021	952.4	937.1	-1.6	147.8	147.0	0.5	145.5	148.7	148.0	0.5	146.0										
	11/4/2021				152.5	149.0	2.3	147.0	154.6	145.0	6.2	142.2										
	11/5/2021				150.2	147.0	2.1	144.8													240.0	20077.0
- 65.000	11/9/2021				118.8	117.0	1.5	115.4			- -								-		840.9	20077.0
Pumpoff #33	11/30/2021	787.9	786.2	-0.2	142.9	140.5	1.7	139.5	144.0	140.9	2.2	139.9	149.6	145.3	2.9	143.6						
- "	12/1/2021				141.5	138.5	2.1	137.8	130.9	128.0	2.2	127.2									688.0	20765.0
Pumpoff #34	1/6/2022	686.6	673.8	-1.9	149.6	140.5	6.1	138.9	144.0	148.3	-3.0	146.1	152.3	148.5		147.2					540.5	24202.5
	1/7/2022				86.4	87.0	-0.7	86.3			L								-		518.5	21283.5
Pumpoff #35	2/16/2022	564.2	551.9	-2.2	144.1	144.0	0.1	142.7	140.2	136.2	2.9	140.2									ا ا	
1					125.5	120.0	4.4	118.3	121.8	114.6	5.9	112.3									513.5	
Residual Tank	- / /				94.0	88.0	6.4	70.1	L												70.1	21867.1
Pumpoff #36	3/23/2022	690.7	678.5	-1.8	152.5	148.3	2.8	147.4	152.7	147.9	3.1	145.8									570.6	22445.0
	3/24/2022				148.0	142.1	4.0	141.1	157.6	150.0	4.8	144.6									578.9	22446.0

Total Fluid Reconciliation

		Total Fluid	Water Decanted	Truck 1 Total Fluids	Truck 2 Total Fluids	Truck 3 Total Fluids	Truck 4 Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
		by NRC	Measurement	Frac Strap	Frac Strap	Frac Strap	Frac Strap	Tanks	Decant	%
	Date	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	(bbl)	Diff
Pump Off #1	4/26/2019 5/6/2019	215.7	0.0	113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019	223.5	15.6	113.7	37.0	0.0	0.0	3.2	223.3	0.1
	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	102.2	126.4	100 5	0.0	16.2	254.2	1.6
Pump Off #4	5/16/2019 6/19/2019	905.5	32.5	103.2 139.4	126.4 138.7	108.5 0.0	0.0	16.2	354.3 310.6	-1.6
· u.i.p o.i. ii ·	6/20/2019	303.3	52.5	137.7	140.7	140.6	144.1		563.1	
	6/21/2019			48.5	0.0	0.0	0.0	0.6	49.1	
	PO4: Total								922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3	139.2	142.7	146.0	128.0		281.9	
	8/1/2019 8/2/2019			139.1 99.8	140.7 101.0	146.0	138.0	45.2	563.8 246.0	-0.7
	PO5: Total			33.0	101.0			43.2	1188.0	0.7
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	
T	PO6: Total	000.4	44.2	120.0	444.2	112.6		*	877.2	0.3
Pump Off #7	9/23/2019 9/24/2019	880.4	41.3 *	138.0 144.4	144.3 143.7	142.6 55.3		55.3	466.2 398.7	
	P07: Total			144.4	143.7	33.3		*	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 PO8: Total	205.1	53.5			125.4		66.4	245.3 982.4	-1.0
Pump Off #9	11/19/2019		32.0	142.3	143.8	145.3			463.4	-1.0
	11/20/2019	757.8	52.0	145.6	92.1	1.5.5		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	0.7
Pump Off #11	PO10: Total 1/9/2020	691.0	39.2	128.7	128.0	129.8		72.7	949.2 498.4	0.7
Tump on #11	1/10/2020	031.0	33.2	79.4	92.6	123.0		, 2.,	172.0	
Residual Tank	1/8/2020	307.0	81.5	141.9	†			121.7	345.1	
D	PO11: Total	722.5	49.1	-	1				1015.5 49.1	1.8
Pumpoff #12	2/11/2020 2/12/2020	722.5	2.7	120.8	102.1	99.0			324.6	
	2/13/2020		3.9	149.5	114.2			87.5	355.1	
Danish sal tarah	PO12: Total	265.0	02.6	100.2		 	 	*	728.8	0.9
Residual tank	2/17/2020 2/18/2020	265.8	93.6 23.5	108.2				121.7	201.8 145.2	
	Resid Total								347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6	444.5	420.2				39.6	
	3/12/2020 3/13/2020		2.8	114.5 93.6	138.3 120.0			63.7	255.6 277.3	
	PO13: Total			33.0	120.0			00.7	572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1						55.1	
	4/16/2020 4/17/2020			147.2 144.9	145.2 144.1	148 87.4		65.4	440.4 441.8	
	PO14:Total			144.5	177.1	o7. 4		33.4	937.3	0.9
Residual tank	4/13/2020	244.1	67.6				<u> </u>		67.6	
	4/14/2020			149.9				26.6	176.5 244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3	1					18.3	0.0
	5/7/2020		1.2	150.3	148.0	145.2			444.7	
	5/8/2020			147.2	131.7]		40.0	318.9	0.3
Pumpoff #16	PO15: Total 5/27/2020	583.3	25.3	+	1	1			781.9 25.3	-0.2
, apoii #10	5/28/2020	555.5	25.5	142.1					142.1	
	5/29/2020			138.0	135.1	115.0		27.8	415.9	
Residual tank	PO16: Total 5/27/2020		67.2	-+	 	 	 	153.6	583.3	0.0
Pumpoff #17	7/8/2020	956.3	23.6	1				133.0	23.6	
•	7/9/2020		2.4	149.1	148.8	149.2			449.5	
	7/10/2020 PO17: Total			150.7	137.1	119.9		63.3	471 944.1	-1.3
Pumpoff #18	7/22/2020	642.6	14.3	+					J44.1	-1.5
. ,	7/27/2020			129.9	140.6	138.2	139.8	0.0		
David ! T !	7/28/2020	200.6	13.6	66.0		 	 	 	642.4	0.0
Residual Tank	7/22/2020 7/28/2020	299.6	67.2 31.3	113.0				84.5	296.0	-1.2
Pumpoff #19	9/1/2020	886.4	7.8	128.2	135.5			25		
	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		1	I		189.7	189.7	

Total Fluid Reconciliation

				Truck 1	Truck 2	Truck 3	Truck 4	1		
		Total Fluid	Water Decanted	Total Fluids	Total Fluids	Total Fluids	Total Fluids	Residual	Total of Fluid	
		Frac Tank Strap	From Frac Tank	to Acadiana	to Acadiana	to Acadiana	to Acadiana	left in	From Trucks,	
		at Port Fourchon	Using Strap	NRC	NRC	NRC	NRC	Frac	Residual &	
	Data	by NRC	Measurement	Frac Strap (bbl)	Frac Strap	Frac Strap	Frac Strap (bbl)	Tanks	Decant (bbl)	% Diff
Pumpoff #20	Date 9/29/2020	(bbl) 450.9	(bbl) 52.9	144.0	(bbl) 143.5	(bbl)	(001)	(bbl) 24.8	(bbl) 450.9	0.0
Pullipuli #20	9/30/2020	450.9	32.9	85.7	145.5			24.0	450.9	0.0
Residual Tank	9/30/2020	273.2	116.1		 	 		 	 	
	10/1/2020		2.7	136.5				17.9	273.2	0.0
Pumpoff #21	10/15/2020	610.1	14.0	139.0	145.3					
·	10/16/2020			147.2	136.0			28.6	610.1	0.0
Residual Tank	10/14/2020	293.4	111.8					49.5	293.4	0.0
	10/15/2020		132.1							
Pumpoff #22	11/16/2020	673.2	68.7	146.5	143.4	146.4		22.2	672.2	
D ff #22	11/17/2020	704.2	2.7	133.2	116.0	145.2		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
	1/27/2021	663.9	23.3	143.3	113.9			30.7	764.3	0.0
Pumpoff #24	1/28/2021	003.5	23.3	140.2						
. apo 2 .	2/19/2021		11.8	146.0	150.7	115.3		68.5	655.8	-1.2
Residual Tank	2/20/2021	164.8	31.1	100.9	† <u></u> -			32.8	164.8	0.0
Pumpoff # 25	3/3/2021	738.1	26.1							
•	3/8/2021		5.7	144.6	146.5	146.0			1	
	3/9/2021			144.1	77.3			47.8	738.1	0.0
Pumpoff # 26-27	4/1/2021	1016.9	73.8							
	4/20/2021		60.2							
	4/21/2021			143.7	142.6					
	4/22/2021		6.4	123.5	146.4	144.1		62.2	1014.3	0.0
Desidual Table	4/23/2021	216.0	9.4	111.4	 -		 	22.0		-0.3
Residual Tank	4/21/2021 4/22/2021	216.9	18.2	132.5				23.8		
	4/23/2021		32.6						216.5	-0.2
Pumpoff #28	5/26/2021	706.1	72.5						210.5	0.2
. upo20	5/27/2021	700.1	, 2.3	144.5	141.4	143.3				
	5/28/2021			81.1	88.7			34.6	706.1	0.0
Pumpoff #29	7/14/2021									
	7/15/2021	631.7	81.4	114.7	150.8	119.8	155.3	9.7	631.7	0.0
Residual Tank	7/16/2021	371.2	219.1						371.2	0.0
	7/21/2021		152.1							
Pumpoff #30	8/4/2021	750.2	20.4	445.0	442.6	100.0				
	8/5/2021			115.3	112.6	106.8		22.0	750.2	0.0
Pumpoff #31	8/6/2021 9/22/2021	598.4	16.7	118.5	118.4	124.3		33.9	750.2	0.0
i uiiipuii #31	9/22/2021 9/23/2021	330.4	10.7	145.6	142.9				1	
	9/24/2021		28.2	126.3	138.7				598.4	0.0
Pumpoff #32	11/3/2021	937.1	31.7	147.8	148.7				1	1
	11/4/2021			152.5	154.6				1	
	11/5/2021			150.2	1				1	
	11/9/2021			118.8				32.0	936.3	-0.1
Pumpoff #33	11/29/2021	786.2	56.0		1				1	
	11/30/2021			142.9	144.0	149.6				
D	12/1/2021	670.0	107.1	141.5	130.9	1		21.3	786.2	0.0
Pumpoff #34	1/5/2022	673.8	107.1	140.6	144.0	152.2			1	
	1/6/2022 1/7/2022			149.6 86.4	144.0	152.3		34.2	673.6	-0.6
Pumpoff #35	2/8/2022	551.9	6.2	30.4	 	+		8.3	555.4	-0.0
. umpon #33	2/15/2022	331.3	9.3		1			0.5	333.4	
	2/16/2022		0	144.1	140.2				1	
	2/17/2022			125.5	121.8				1	0.6
Residual Tank	2/8/2022	207.1	104.8		T	T		T	T	
	2/17/2022		1.5	94.0				6.8	207.1	0.0
Pumpoff #36	2/21/2022	678.5								
	3/18/2022		54.9		1					
	3/23/2022		3.1	152.5	152.7			31.6	700.4	2.4
	3/24/2022			148.0	157.6]		l .	3.1

Barrels of Oil Collected Daily

							ı	1	
					Total	Net	RRS		
					Collection	Oil	Collection Rate	Collecti	
		Start Time		End Time	Duration	Collected	Of Oil	of	-
	Start Date	(hrs)	End Date	(hrs)	(Days)	(bbl)	(bbl/day)	(gallor	
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	2/24/2024	11.00	1/0/2021	10.05	46.0	700.0	47.0	722.4	
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 Duraiton 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

					Total	Net	RRS		
					Collection	Oil	Collection Rate	Collecti	on Rate
		Start Time		End Time	Duration	Collected	Of Oil	of	Oil
	Start Date	(hrs)	End Date	(hrs)	(Days)	(bbl)	(bbl/day)	(gallor	n/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: 1030

	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	Stbd 331.6	234.3	234.3	
Tank 3	0.0		212.0	213.0	
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
	4	Signed Name: 4	Printed Name	ate: 2/21/22
	Siemens Cypress Rep	Signed Name:	, Printed Name	Date:
	NRC Rep	Signed Name:	, Printed Name	Date: 2- 21 - 20 32

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

Date: 3-18-22	Time:	
Time Measurements begin after Ve	essel Offloading in hours:	

	Column A	Column B	Column C	Column D
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Today's Interim Tank Strap Measurement bbl	Tank Strap Measurement after Decanting bbl	Oily Water Mixture Volume Column (B-C) bbl
Tank 1	231.2	239.8	195.5	44.3
Tank 2	234.3	238.6		
Tank 3	213.0	202.2	234.3	4.3
Total	678.5	680.6	675,7	54.9

Sludge tank 4 Z7.7 Z7.7

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

Couvillion Rep Signed Name:

NRC Rep Signed Name:

Printed Name

Date: 3-18-22

Printed Name

Date: 3-19-22

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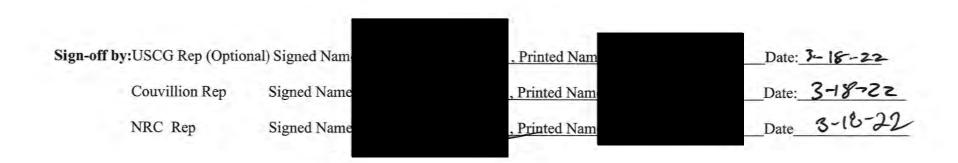
Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

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 (



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7/8/19

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Attachment D: Decanted Water from Frac Tanks to Disposal Facility

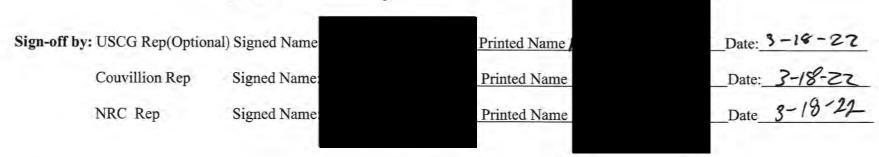
Date: 3-18-22

	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
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
- 1.1	

Tanky 0



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7/8/19

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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	HOC	2001-03	3-23-22	AOC	152.5	(
2	AOC	2001-01	3-23-22	ACC	152.7		
		Total V	olumes Shi	pped by Gallons/bbls			

End of Shipments date: 3-73-22

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

Couvillion Rep Signed Name

NRC Rep Signed Name

Date: 3-23-22

Printed Name

Date: 3-23-22

Printed Name

Date: 3/23/32

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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:

Couvillion Rep Signed Name:

NRC Rep

Signed Name:

Printed Name

Printed Name

Printed Name

Date: 3-23-22

Date: 3-23-22

Date 3/23/22

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





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:

Couvillion Rep Signed Name:

NRC Rep Signed Name:

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





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 Offl	oading in hours:	

	Column A	Column B	Column C	Column D	
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	se Column C from Attach A on subsequent decants lumn D from this form) bbl Today's Interim Tank Strap Measurement bbl		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	7.1	
Tank 3	6.3	215.7 *	214.5	1.2	
Total	436.1	645.5	642.4	3.1	

Sign-off by	: USCG Rep (optiona	I) 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 Courtlian Group removed 16.2 bb/s of fluxes from from tack #3 to use in the Courtlian Group yard at 1701 Engineers Rd., Belle Chasse, LA far SSS testing. After testing was completed, 19.8 bb/s of fluid was returned to the tank on 3/21/22. On the morning of 3/23/22 Doc #: Couv-O&M-Doc-00004

a starting measurement of 215.7 bb/s was recorded, which results in a 0.9 bb/ difference of countrebendent. Part - Disordonat 3 from fre & Post 555 testing.



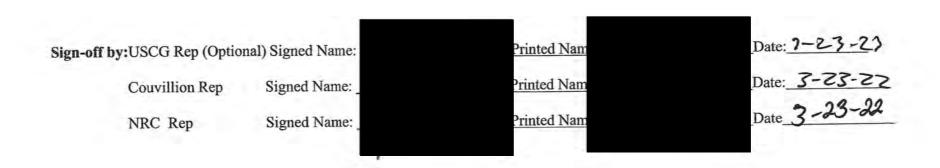


Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

Date: 3-23-22

Residual Volume left in Tanks

_ 1	Strap Measurement after Trucks Loaded in each tank bbls	
Tank 1	115.9	
Tank 2	6.8	
Tank 3	214.5	



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Attachment C: WASTE MANAGEMENT TRACKING FORM

Oily Water Transportation and Net Crude Oil

Start Shipments Date: 3-Z4-ZZ

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	400	2001-03	3.24.22	ACC	148		
4	AOC AOC	2001-01	3.24.22	ACC	157.6		
		Total V	olumes Sh	ipped by Gallons/bbls	305.6 bbs		

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

Couvillion Rep

NRC Rep

Signed Name:

Printed Na

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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:

Couvillion Rep Signed Name:

NRC Rep Signed Name:

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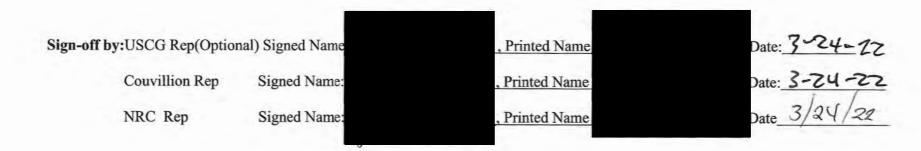
Doc #: Couv-O&M-Doc-00004





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

Manifest Number	Transporter	Shipment Date	Receiving Facility	Manifested Volume (Yard)	Scaled Weight (Lb)	Comments (Box Numbers, etc.)
			36/10	S		



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

Appendix II

NRC Waste Handling Documentation



1	DECLARATION OF INSPECTION PRIOR TO	O BULK CARO	O TR	ANS	FER
Date	e: 2-21-22 Location: 652 Dock				Tendre II
Faci	lity/Vehicle Number:	Start	Time	End	Time
-		00		-	
	sel Name: Brandon Bordelon		-	10	30
-		sel Capacity (Total)	(bbls):		
Proc	luct Transferred: Crude Est.	Transfer Volume	(bbls):	690	. 7
	Note For Emergency Notification Discharge	ge amounts (Gallons) <i>:</i>		
Aver	age most probable:		7		
	imum most probable:				
	st case discharge:				
		22 CFD 486480	146.63		22.22
- 2	The following list refers to requirements set forth in detail in	1 33 CFR 156.150 at	1d 46 CI	ER 35.	<u>35-30.</u>
>	The spaces on the left are to be reviewed by ALL PIC's involved	ved in the transfer and	d checke	d in ag	greement.
>	The right hand columns are to be initialed by the appropriate I	OIC and/an until an a	1!	-1-1	dat. Oxivas
				able v	vith (N/A).
>	Items on the list are provided to indicate that the detailed requ	irements have been n	net		
			DI	C	DIC
	<u>TOPIC</u>		PI Deliv		PIC Receiving
	Verify PIC designation/qualification 33 CFR 154.710, 154.730, 154	.740(b)	CF		B
	Person In Charge (PIC): In Immediate Vicinity and Available		CF		10
	Personnel: Capable/Unimpaired		CF-		00
	Name, title and location of each person participating in the transfer		CF		23
	MC 20 Subsea Storage Offloading Operations & Maintenance Manu				
	procedures and particulars of the transfer and receiving systems to b	e followed and verified	CE		
	with key personnel involved in these operations				80
	Watch and shift arrangements discussed		CF		30
	Cargo is Authorized for transfer to or from tanks		CF		B
	Discuss if transfer will need to stopped to change tanks – supply or	receiving facility	CF		90
	Discuss transfer rates and max allowable to receiving facility	1	CE		95
	(Facility/Vessel) properly vented (monitoring vacuum and positive t Communications & No Language Barrier	anks pressure)	CF		75
8 11-			CF		JD_
8 H	oses and Connection - 33CFR 154.500				40
	Nonmetallic hoses usable for oil or hazardous material service		CF		90
	Proper connections (must be one of the following): Fusion 100 hammer union connections		CF		93
	Quick-disconnect coupling present on suction side of pump		CF		90
	Examine transfer hose markings or records.		06		20
	Name of product handled; example "OIL SERVICE," or "HAZMA"	CSERVICE"	CF CF		Jon Jon
8 Ex	amine Transfer Hose condition - 33CFR 156.170	DERVICE	<u> </u>	_	y.
3 24	No unrepaired kinks, bulges, soft spots, loose covers, other defects		CF		03
	No cuts, slashes, or gouges that penetrate the first layer of hose reinf	forcement	CF	-	00
	No external/internal deterioration	orcoment	CF-		900
8 En	nergency shutdown - 33CFR 156.170				y
3 24	Test emergency shutdown - 33CFR 154.550 - who controls the em	pergency shutdown	0.0		25
	Communication system continuously operated.	lergency shattown	CF CF		DR
	Verify operating properly (Electric, pneumatic, or mechanical link to	facility: electronic	100		J
	voice)	, memoj, erecurome	CF		05
	Record test info in physical information.		CF		88
& Ex	amine closure device - 33CFR 154,520				()
0	Verify enough to blank off ends of each hose /loading arm not conne	ected for transfer	CF		12
8 Inc	spect Small Discharge Containment - 33CFR 154.530	ovida for manator			()
2 1113	Inspect handling area and verify canacity (not less than 5 callons)		ne	-	Λ.



V	Pre-Transfer Conference and Agreement (Continued)	PIC	PIC
Marin .	<u>TOPIC</u>	Delivering	Receivin
Ins	pect discharge containment equipment for oil & hazardous liquids - 33CFR 154.545		
	Verify booming for oil or hazmat transfer (if required by COTP).	CF	1 43
	Verify adequate amount of equipment and/or absorbent material for initial response	CF-	MB
	Inspect condition of response equipment stored on facility (if applicable).	CF	100
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	a=	103
	Verify means of deployment.	CF	23
Me	eans of Communication - 33 CFR 154.560		1
	Verify continuous two-way voice communication between vessel and facility PICs.	OF-	1 2-3
	Communications must meet the following requirements		1
	Portable Radio:		
	IF Flammable or Combustible Liquids	CF	193
	Marked or documented as intrinsically safe.	CF	193
	2. Certified as intrinsically safe by national testing labor certification organization.	C/E	13
	Voice	d. Val	1
	1. Be audible.	CF	13
	Test communications. SAT ☐ UNSAT ☐	CF	03
Ins	pect lighting systems - 33 CFR 154.570		1
	Verify portable lighting for operations between sunrise and sunset (if applicable).	CF-	02
	At transfer operations work areas for facility and vessel	CF	13
7.1	At transfer connection points for facility and vessel	CF=	102
	Verify sufficient number or fire extinguishers.	CF	22
	Verify protective equipment is ready to operate.	u=	83
-	Verify warning signs are adequate.	CF	te
	§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PRO		1)
	PIC for vessel/operator is required by §155.720 to have current transfer procedures	CEDUKES 8	CF
	Require vessel personnel to use the transfer procedures for each transfer operation		
	Available for inspection by the COTP or OCMI whenever the vessel is in operation		Se .
	Legibly printed language(s) understood by personnel engaged in transfer operation		8
	Permanently posted or available and used by members of crew engaged in transfer operation	Albert.	Co
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)	tion	0
	Arrangements to monitor draft marks during transfer		1
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and ov	flour	-
	Shutoff valve location or isolation device separating bilge or ballast from the transfer sys	/erriow	con
	Adequate containment on the vessel at loading or discharge connection	stem	4
	Drains, Scuppers and overboard discharges closed		1
	The number of persons required to be on duty during transfer operations;		CR
	Procedures for emptying discharge containment system required by §§155.310 and 155.3	220	47
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous mate		CAS
	Procedures for emergency shutdown/communications required by §§155.780 and 155.78		4
	Procedures for topping off tanks	13	de
	Procedures ensuring all valves used during transfer are closed upon completion of transfer		17
			CC_
	I do certify that I have personally inspected this facility or vessel with reference	e to the requirer	nents
- N	aforementioned and that I have indicated that the regulations have been comple	ied with if appli	cable.
		- 15 2 La	A 41
	2	2-21-22	06:00
		DATE	TIME
		2 21 22	
11	PIC RECEIVING - NAME TITLE	2-21-22 DATE	06:00 TIME

(FORM UPDATED April 15 2019)

DECLARATION OF INSPECTION

LOCATION & NAME OF FACILITY	2-21-2022	0700
PORT Foundar / Convillion, GTS NAME OF VESSEL BRANDON BORDELON	DATE TRANSFER OPE	RATIONS STARTS
An oil transfer operation may not commence to or from a vessel unless	the following requirements are n	net and agreed upon
by the respective transferring and receiving persons in charge.		N. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Persons in charge indicate by a check ($$), in the appropriate spaces, tha	at the specific requirement has be	en met.
VESSEL		FACILITY
A. The mooring lings are adequate for all anticipated conditions.		98 8
B. Cargo noses and/or loading arms are long enough for intended	d use	
 C. Cargo hoses are adequately supported to prevent undue strain D. The transfer system is properly lined up for discharging or red 	on the couplings	93
be performed each time a valve is repositioned.)	cerving on. (Additional checks sh	1811
E. Each flange connection on the cargo system not being used du	uring the transfer operation is bla	nked 1
or shut off	uring the transfer operation is bia	0B
F. The cargo hoses and/or loading arms are connected to the mar	nifolds using gaskets and a bolt in	1
every other hole, (minimum of 4 bolts). Exception: Tanks with		
from the Captain of the Port		JB
G. The overboard or sea suction valves are sealed or lashed in th	e closed position	
H. Adequate spill containments have been provided for coupling	gs	
I. All scuppers or other overboard drains are closed or plugged		/Y
J. A communications system is provided between the facility and K. Emergency shutdown system is available and operable	the vessel	
 K. Emergency shutdown system is available and operable. L. Communication procedures are established and understood be 	transan managan berkenas	
M. Qualified and designated personnel are in charge and on duty	at the terminal and vessel control	
N. One person at the vessel control station is present who fluently	v sneaks the language of the tern	ol stations
station		a.B.
O. The owner of the cargo hoses will insure test requirements ha	we been met and that the hose has	s no loose
covers, kinks, bulges, soft spots or gouges, cuts and slashes w	hich penetrate the hose reinforce	ment and
that hoses are marked for identification and test data is mainta	nined in a test log	
P. Adequate lighting of the vessel and terminal work areas and n	nanifold areas is provided	D
Q. Persons in charge have held a conference to assure the mutual	I understanding of the following	ransfer operations:
1. Product identity to be transferred		<u>JD</u>
2. Sequence of transfer operation		
3. Transfer rate of flow	ha temperar angestion	
5. Particulars of the transferring and receiving systems		
6. Starting, stripping, topping and shutdown have been discus	ssed and understood	AA
7. Emergency procedures including notification, containment	and cleanup of spills	03
8. Watch and shift arrangements		Ms
The following items are to be filled out by Vessel personnel only.		Ü
C 1 Western Land 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		
1. Warning signs and read warning signals (35.35-30)2. Repair work authorization (35.35-30).		
TO THE REPORT OF THE PROPERTY		
4 Fires or open figmes (33 33-30)		
4. Fires or open flames (35.35-30)5. Safe smoking space (35.35-30).		

PERSON IN CHARGE OF VESSEL	Time Time	Data	FACILITY	Time	Date and as O.S.
	1 me 06:00	Date 2-21-22		0600	2-21-2022

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

Boot Transfer

Pump Off

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SAFETY MANAGEMENT SYSTEM

Revision: 08/2015

Job Hazard Analysis

TASK DESC	CRIPTION: MC	20 Rec	overed Crude Oil / Vessel	to Shore	Transfer 2	-21-2022
			SUMMARY OF POTENTIAL HAZA	ARDS (Check	k applicable)	
Heavy or a movement	wkward lifting /		Pinch Points or caught between	en	☑ Working and wal	king surfaces; slip, trip, fall
☐ New / Inex	perienced employe	es	Spill / containment		Heat stress envir	ronment
Struck by o	or crush hazard		Noise levels (>85 dBA)			
Hazardous	liquids, vapors, wa	ste	☐ Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	/SOPS/A	LERTS	
SMS 19.2 \	Vacuum Trucks					
		M	NIMUM PERSONAL PROTECTIVE EC	QUIPMENT	(Check applicable)	
Level A	☐ Hard Hat		High Visibility Vest		er Steel Toe Boots	☑ PFD / Work vest
Level B	Safety Glasse	es	□ Long Sleeves / Coveralls	Dispo	sable boot covers	
Level C	☐ Face Shield		☐ Chemical protective clothing	Neop	rene Steel Toe Boots	
□ Level D		ection	Respirator:	☐ Glove		
			JOB HAZARD AI	NALYSIS		
	ob Steps		Potential Hazards		Preventive Mea	asures / Special PPE
	ob Meetings vior Based Safety	• Pe	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when exards are identified ersonnel do not report injuries, nesses, near misses or incidents	• 1	to all involved personne will be encouraged to as any project details (mmediate supervisor will Authority and Responsib supervisor if they discov	ed to report any injuries, illnesses,
	Survey and oment Set-up	• Ed or • In	neven working surfaces and trip azards. quipment not certified, not tested damaged nproper set-up due to untrained unqualified personnel	• /	correct unsafe conditio away from travel paths All equipment will be ins testing and serviceable	ole walking surface hazards. Flag or ins. Position equipment and hoses . Identify "no-go" areas. spected for current certifications, working condition prior to work ected to perform tasks based on
3. Vehic	cle movements	• Ve	ersonnel, equipment or hoses ruck or crushed by moving shicles or equipment ehicles not inspected prior to ovements. Unsafe for travel. ensecured items create dropped oject or road hazards.	• \	Fround guides will be us Non-essential personne path will be confirmed /ehicles will be inspecte after travel for potentia /ehicles will be inspecte	ed for equipment movements. It will clear the travel path. Travel as clear prior to movements. It will divers prior to travel and all damage. It to ensure that there are no ads are secured properly.
work	ring Vessel and ing near water	• Pe	ersonnel struck by thrown lines or rught in "line of fire". ersonnel pinched or crushed uring vessel movements. ersonnel fall into the water. Man verboard.	• 1	When tossing the mooring to fall on the ground and catch mooring lines from When mooring the vessel other body parts from bits on the dock Never work alone. All perare required to wear a Uman overboard" procedand recovery plan in pla	g lines to the shore allow the lines d pick them up. Do not attempt to the M/V. keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge JSCG approved PFD. Always discuss dures prior to work. Have life ring ce.
5. Conn	ecting hoses	Pe ot du he	ersonnel crushed or pinched hile connecting transfer hoses. ersonnel suffer back strain or ther ergonomic related injuries uring connections or moving oses ip/trip/fall hazards while working	•	including cam-lock conn parts or equipment Transfer hoses can be he hoses employees shall u including keeping your b as lifting with your knee	d avoid all crush/pinch points: ections, vehicles and other moving eavy and when handling these se proper ergonomic practices back as straight as possible as well s and not your back ing and maintain situational



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

O Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire	 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	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	 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 highnoise machinery and equipment is being operated.
8. Transfer of recovered crude oil	Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors	 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 then can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected. 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	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	 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



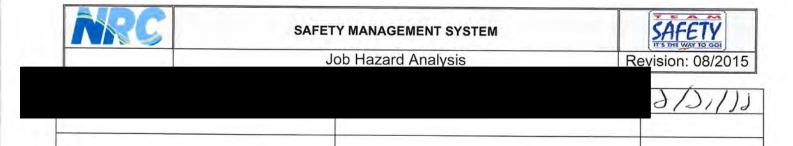
Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 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.
Prolonged exposure to elements (Heat Stress)	 Inadequate hydration Extended work periods without rest resulting in heat stress 	 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 coworkers).
11. Break time	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	 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	Potential for secondary contamination by absorption, injection, or ingestion	 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	First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage	 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
				7/27/20
			pm	2-21-282
		WALCOLD DE CELEBRA		

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Employee Name	Signature	Date
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Boot Terrister Pump OH 33 0 + 36



SAFETY MANAGEMENT SYSTEM

SAFETY IT'S THE WAY TO GO!

Site Specific Safety Plan

Project Name: <u>MC20 Recovered Crude Oil Transfer</u>

Revision: 08/2019

NRC PRO	JECT 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: 2-21-2023	Start Time: <u>0460</u>	Job Number:				
☐ Land Emergend	y Response 🔲 Marine Emergency Respon	nse 🗌 Land Service 🗵 Marine Service				
	SITE DESCRIPTION / WORK SUMMARY					
The site is the Port Fourchon	Facility: 554 Dudley Bernard Rd. Port Four	chon, LA. 70357 (985) 396-4518				
collecting crude oil from the	location and storing it on Marine Portable Ta e above location and transfer the recovered	MC20 project. The M/V has been anks (MPTs) located on her deck. The vessel will crude from the MPTs on her deck to double				
Once the frac tanks on the P	ort Fourchon docks are ready for transfer th	ne crude will then be transferred into bulk				

SCOPE OF WORK

The M/V 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

SAFETÝ IT'S THE VALY TO GO

Revision: 08/2019

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

EQUIPMENT

•	Air Compressor (One aboard the M/V	83	- One on Port Fourchon Facility Properties)
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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

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



SAFETY MANAGEMENT SYSTEM



Revision: 08/2019

Site Specific Safety Plan
Project Name: _MC20 Recovered Crude Oil Transfer

SAFETY PLAN APPROVAL

Site Safety Officer_	Jesse	Bridges	Date _	2-21-202
Site Safety Officer_	Jesse	Bridges	Date _	2-21-20

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

Pump Off 37 of 26 Decar 1/2/3



SAFETY MANAGEMENT SYSTEM

Revision: 08/2015

Job Hazard Analysis

TASK DESC	RIPTION: MC	20 Rec	overed Crude Oil / Vessel t	o Shor	e Transfer	3-18-2022
			SUMMARY OF POTENTIAL HAZA	RDS (Che	eck applicable)	
Heavy or av	wkward lifting /		Pinch Points or caught between	n	☑ Working and wall	king surfaces; slip, trip, fall
New / Inexperienced employees		Spill / containment		Heat stress envir	onment	
Struck by or	r crush hazard		☐ Noise levels (>85 dBA)			
	liquids, vapors, wa	ste	☑ Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	/ SOPS /	ALERTS	
SMS 19.2 V	acuum Trucks					
		M	NIMUM PERSONAL PROTECTIVE EC	UIPMEN	T (Check applicable)	
Level A	☐ Hard Hat		☐ High Visibility Vest	Lea	ther Steel Toe Boots	PFD / Work vest
Level B	Safety Glasse	es	□ Long Sleeves / Coveralls	☐ Disposable boot covers		
Level C	☐ Face Shield		Chemical protective clothing	☐ Nec	prene Steel Toe Boots	
□ Level D	Hearing Prot	ection	Respirator:	⊠ Glo	ves:	10.0
			JOB HAZARD AN	NALYSIS		
	b Steps		Potential Hazards		Preventive Mea	
Behavior Based Safety		• Pe	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when exards are identified ersonnel do not report injuries, nesses, near misses or incidents	to all involved personnel in Safety/Ops meeting. Personnel in Safe		in Safety/Ops meeting. Personnel ik questions if they are unsure of remind their crews of their illity to Stop work and contact their er a hazard ed to report any injuries, illnesses,
Equipment Set-up I		• Ecoor	Uneven working surfaces and trip hazards. Equipment not certified, not tested or damaged Improper set-up due to untrained or unqualified personnel		correct unsafe condition away from travel paths. All equipment will be inst testing and serviceable	le walking surface hazards. Flag or ns. Position equipment and hoses Identify "no-go" areas. pected for current certifications, working condition prior to work ected to perform tasks based on
Vehicle movements		str ve • Ve me • Ur ob	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.		Ground guides will be use Non-essential personne path will be confirmed a Vehicles will be inspected after travel for potentia Vehicles will be inspected loose items and that loa	d to ensure that there are no ds are secured properly.
working near water		e Pe du	caught in "line of fire". Personnel pinched or crushed during vessel movements.		 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. 	
•		Pe ot du ho	rsonnel crushed or pinched nile connecting transfer hoses. rsonnel suffer back strain or her ergonomic related injuries ring connections or moving ses p/trip/fall hazards while working		Identify, communicate and including cam-lock conner parts or equipment Transfer hoses can be he hoses employees shall us including keeping your bas lifting with your knees	d avoid all crush/pinch points: ections, vehicles and other moving avy and when handling these se proper ergonomic practices ack as straight as possible as well



SAFETY MANAGEMENT SYSTEM

Revision: 08/2015

Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire	 Calibrated multi-gas meters/detectors will be used to confire 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.
 Energizing pneumatic equipment 	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	 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 highnoise machinery and equipment is being operated.
Transfer of recovered crude oil	Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors	 All transfer hoses used will be inspected, certified and tester prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylen line will be used as an added retention measure. Personne 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 accepte 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 ther 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	 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 	 All transfer hoses used will be inspected, certified and teste prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylen line will be used as an added retention measure. Personne 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 accepte 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 ther 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



Revision: 08/2015

Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		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.
Prolonged exposure to elements (Heat Stress)	Inadequate hydration Extended work periods without rest resulting in heat stress	 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 coworkers).
11. Break time	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	 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	Potential for secondary contamination by absorption, injection, or ingestion	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	First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage	 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

THE VIEW					
Development Team	Position/Title	Reviewed By	Position/Title	Date	
Peter Brause, CSP	H&S Program Manager			7/27/20	

ACKNOWLEDGEMENT

Employee Name Signature Date



Revision: 08/2015

Job Hazard Analysis

03/18/22

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NON-HAZARDOUS MANIFEST

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Generator Authorized Age	ent Name (Print)	Signature		Delivery Date
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Decan & Taucks 2 Pump 04 33 0 + 34



SAFETY MANAGEMENT SYSTEM

Joh Hazard Analysis

			OOD HAZAIG AII	arysis		Nevision, 00/2013
TASK DESC	CRIPTION: MC	20 Rec	overed Crude Oil / Vessel	to Shor	e Transfer	3-23-2022
			SUMMARY OF POTENTIAL HAZA	ARDS (Che		
Heavy or a movement	wkward lifting/		Pinch Points or caught between	en	⊠ Working and wal	king surfaces; slip, trip, fall
☐ New / Inex	perienced employe	ees	Spill / containment			ronment
Struck by	or crush hazard		☐ Noise levels (>85 dBA)			
	liquids, vapors, wa	ste	Elevated surfaces / Fall / Ladd	ers		
			APPLICABLE REGULATION	/SOPS/	ALERTS	
SMS 19.2 V	Vacuum Trucks					
		MI	NIMUM PERSONAL PROTECTIVE EC	QUIPMEN	T (Check applicable)	
Level A Level B Level C Level D	☐ Hard Hat☐ Safety Glass☐ Face Shield☐ Hearing Prot		☐ High Visibility Vest ☐ Long Sleeves / Coveralls ☐ Chemical protective clothing ☐ Respirator:	Disp	ther Steel Toe Boots cosable boot covers prene Steel Toe Boots	PFD / Work vest
			JOB HAZARD AI		/C3	
0 10	ob Steps		Potential Hazards		Preventive Mea	asures / Special PPE
Beha	ob Meetings vior Based Safety	op or • Pe ha • Pe illi	ersonnel do not understand the perational plan, relevant hazards their roles/responsibilities ersonnel do not stop work when exards are identified ersonnel do not report injuries, nesses, near misses or incidents		to all involved personnel will be encouraged to as any project details Immediate supervisor will Authority and Responsib supervisor if they discov	ed to report any injuries, illnesses,
Equip	Survey and proment Set-up	• Eq	neven working surfaces and trip zards. uipment not certified, not tested damaged iproper set-up due to untrained unqualified personnel		correct unsafe conditio away from travel paths. All equipment will be ins testing and serviceable	ole walking surface hazards. Flag on ns. Position equipment and hoses ldentify "no-go" areas. pected for current certifications, working condition prior to work ected to perform tasks based on
	le movements	str ve • Ve mo	rsonnel, equipment or hoses ruck or crushed by moving hicles or equipment chicles not inspected prior to evements. Unsafe for travel. esecured items create dropped ject or road hazards.		Ground guides will be us Non-essential personne path will be confirmed a Vehicles will be inspected after travel for potentia Vehicles will be inspected	ed for equipment movements. It will clear the travel path. Travel as clear prior to movements. It by drivers prior to travel and all damage. It to ensure that there are no add are secured properly.
work	ring Vessel and ing near water	• Pe	rsonnel struck by thrown lines or ught in "line of fire". rsonnel pinched or crushed ring vessel movements. rsonnel fall into the water. Man erboard.		When tossing the mooring to fall on the ground and catch mooring lines from When mooring the vessel, other body parts from be bits on the dock Never work alone, All persure required to wear a U "man overboard" proced and recovery plan in place.	g lines to the shore allow the lines of pick them up. Do not attempt to in the M/V. keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge JSCG approved PFD. Always discuss lures prior to work. Have life ring ce.
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Job Hazard Analysis

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Job Hazard Analysis

Revision: 08/2015

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REVIEW

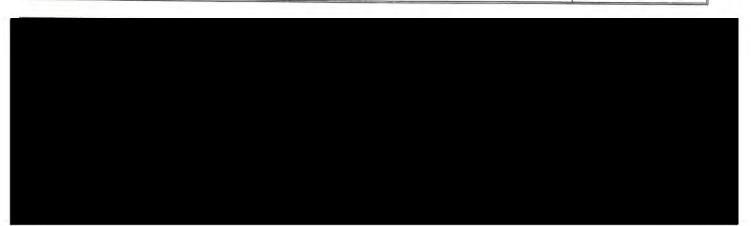
Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	H&S Program Manager	neviewed by	r ositiony fitte	7/27/20
			pm	3-23-2

7/33/31 8/23/EZ



Revision: 08/2015

Job Hazard Analysis





Job Hazard Analysis

Revision: 08/2015

		SUMMARY OF POTENTIAL H	AZARDS (Check	k applicable)	
Heavy or av	wkward lifting /	Pinch Points or caught bet	ween	een Working and walking surfaces; slip, trip, fall	
☐ New / Inex	perienced employe	ees Spill / containment		Heat stress envir	ronment
Struck by o	r crush hazard	Noise levels (>85 dBA)			
Hazardous	liquids, vapors, wa	ste Elevated surfaces / Fall / L	adders	To the second	
		APPLICABLE REGULAT		LERTS	
SMS 19.2 V	acuum Trucks				
		MINIMUM PERSONAL PROTECTIV	E EQUIPMENT	(Check applicable)	
☐ Level A	☐ Hard Hat	☐ High Visibility Vest		er Steel Toe Boots	PFD / Work vest
☐ Level B	Safety Glasse		25 65 15	sable boot covers	D
Level C	Face Shield	☐ Chemical protective clothi		rene Steel Toe Boots	
☐ Level D	Hearing Prot		☐ Neoph		
2	Z meaning more	JOB HAZARI		5	
0 Jo	b Steps	Potential Hazards		Preventive Mea	sures / Special PPE
	b Meetings vior Based Safety	 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 	• 1	to all involved personnel will be encouraged to as any project details immediate supervisor will Authority and Responsib supervisor if they discove	ed to report any injuries, illnesses,
	urvey and ment Set-up	 Uneven working surfaces and trip hazards. Equipment not certified, not teste or damaged Improper set-up due to untrained or unqualified personnel 	• A	correct unsafe condition away from travel paths. All equipment will be ins testing and serviceable	ole walking surface hazards. Flag or ns. Position equipment and hoses Identify "no-go" areas. pected for current certifications, working condition prior to work ected to perform tasks based on
3. Vehicl	e movements	 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. 	• ¢	Fround guides will be use Non-essential personne path will be confirmed a /ehicles will be inspected after travel for potentia /ehicles will be inspected	ed for equipment movements. I will clear the travel path. Travel as clear prior to movements. I by drivers prior to travel and I damage. I to ensure that there are no ads are secured properly.
	ng Vessel and ng near water	 Personnel struck by thrown lines of caught in "line of fire". Personnel pinched or crushed during vessel movements. Personnel fall into the water. Man overboard. 	• V	When tossing the mooring to fall on the ground and catch mooring lines from When mooring the vessel, other body parts from be bits on the dock lever work alone. All pers are required to wear a U.	g lines to the shore allow the lines of pick them up. Do not attempt to the M/V. It keep hands, fingers, arms, and all etween the mooring line and the sonnel within 5' of the docks edge SCG approved PFD. Always discuss ures prior to work. Have life ring
5. Conne	cting hoses	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	• Ic	dentify, communicate and including cam-lock conne parts or equipment fransfer hoses can be he hoses employees shall us including keeping your bas as lifting with your knees	d avoid all crush/pinch points: actions, vehicles and other moving avy and when handling these se proper ergonomic practices ack as straight as possible as well





Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path an go around if possible
6. Working in potentially hazardous atmospheres	Personnel exposed to hazards related to hazardous atmospheres. Ignition sources create potential for explosive conditions Personnel not equipped to suppress incipient fire	 Calibrated multi-gas meters/detectors will be used to confir that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated A protective distance of 100' outside shoreside transfer will lidentified, 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	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	 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 highnoise machinery and equipment is being operated.
8. Transfer of recovered crude oil	Personnel contacted by crude oil spray or environmental release. Overfilling tank resulting in spills Personnel overcome by potentially hazardous vapors	 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. Polypropyler line will be used as an added retention measure. Personne 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 the 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.
Transfer of oil into transporter	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	 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. Polypropyler line will be used as an added retention measure. Personne 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 the 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





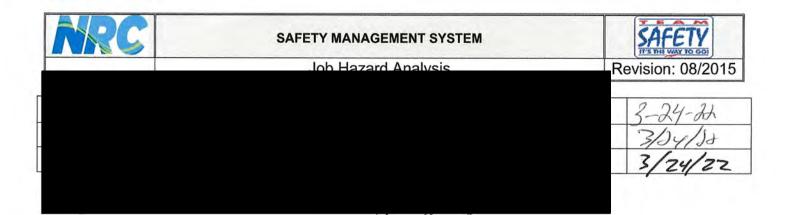
Job Hazard Analysis

Job Steps	Potential Hazards	Preventive Measures / Special PPE
		 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.
Prolonged exposure to elements (Heat Stress)	Inadequate hydration Extended work periods without rest resulting in heat stress	 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 coworkers).
11. Break time	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	 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	Potential for secondary contamination by absorption, injection, or ingestion	 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	First Aid OSHA recordable Illness/Injury Near Miss Equipment/Vehicle Damage	 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
			1	3-24-2

03-24-22 03/24/12 03/24/22



CORPORATION 1206 Lemaire St. • New Iberia, LA 70560

337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

23569

EMERGENCY RESPONSE CONTACT:

ES&H

Date 3 - 23

Operator Couvilion Lease No.

985-851-5055

Lease Name 1/3 Terell TRADING

G A	OIL LEVEL		BS&V	V LEVEL	TANK
G A U G E FEET	INCHE	S	FT.	INCHES	
1st				120	
2nd					
TA	NK NO.	SIZE			
		EST GRO GAL			@ °F
	SERIAL NUMBERS				
9 6191	00373	OBSER GRAVI	IVED .	24	@ 6 L°F
Mil Mil	00522	PERCE BS & W	NT 5/	TEM OF C IN T.	
meter 1	6444745	Chief will			JSE ONLY
20 0	6446213	OSEC-1500	GRA	AVITY CORR	
TIME ARRIVED	1-05 AM	ID WES	1st		
TIME 1	3 <i>00</i> AM		2nd		
Cente		(shell)	GHC BAR	DSS IRELS	148.3
	1630 N 1		,		agua

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

X FACTOR

NET BBLS. PER RUN TIC

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	147.44
	Temp			112
	BSW			.74

"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

BS &

CORPORATION

TRANSPORT MANIFEST

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

Lease Run Ticket

EMERGENCY RESPONSE CONTACT:

23691

ES&H 985-851-5055

Operator Ouv. ///8/V Lease No.	С	G			T
Lease Name 4 Timel 1	TI	ve	ly	/	/
Field Fourthon			-		

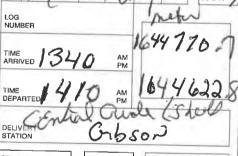
GAUGE	UIL	LEVEL
GE .	FEET	INCHES
1st		
2nd		

V LEVEL	TANK
INCHES	TEMP
	142.14
	1
1 1	

	TA	NK NO.			SIZE
		SERIAL	NUMBERS		
20	10	20	CI	7	1

EST. GROSS	GALLONS	@	٥F

OBSERVED GRAVITY



PERCENT BS & W	10%	OF OIL IN TANK	°F
	OFF	ICE USE ONLY	
01	GRAVITY (CORR.	
	1st		
228	2nd		
10	GROSS BARRELS	147	C

TEMPERATURE

DELIVER BS & FACTOR TEMP. FACTOR

X FACTOR .9800

X FACTOR NET BBLS. PER RUN TIC.

DRIVER 0 P E OPERATOR'S WITNESS TARE CLOSE

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	145.84
	Temp			.13
	BSW			1.33

"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

CORPORATION

TRANSPORT MANIFEST

1206 Lemaire St. • New Iberia, LA 70560 337-560-5573 Lease Run Ticket 23570

EMERGENCY RESPONSE CONTACT:

ES&H

Date 3-24

20 22

٥F

Operator Couvillion

Lease No.

EST. GROSS

GALLONS

C G

Lease Name

985-851-5055

o Terell

TRADING

Field F

Forechow, Ca

OIL	LEVEL	
FEET	INCHES	
TANK NO).	SIZ
	FEET	OIL LEVEL FEET INCHES TANK NO.

BS&W LEVEL
FT. INCHES TEMP

@

SERIAL NUMBERS

0 019006770

METER 1644770. 7016

OBSERVED QS @60 °F

PERCENT /10 % TEMPERATURE OF OIL IN TANK °F

OFFICE USE ONLY

Meter 1644770.
TOUCK TIME 0330-1300

TIME ARRIVED (030 PM 9.5 hrs)

TIME DEPARTED (130 AM PM DEPARTED (130

GRAVITY CORR.
TO 60 °F

1st

2nd

GROSS
BARRELS

X
FACTOR

Q Q Q Q Q

TEMP, FACTOR X MADERAL X

,943°

PER RUN TIC. 41.

GROSS O P E N C C C C C S E E C OPE

OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	141.1
	Temp			0.00
	BSW			,00

"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

TRANSPORT MANIFEST CORPORATION 1206 Lemaire St. • New Iberia, LA 70560 Lease Run Ticket 337-560-5573 23692 **EMERGENCY RESPONSE CONTACT:** ES&H 985-851-5055 Operator CG Lease Name Field GAUGE OIL LEVEL BS&W LEVEL TANK INCHES INCHES TEMP 1st 2nd TANK NO. SIZE EST. GROSS **GALLONS** ٥F SERIAL NUMBERS 9 OBSERVED NEW TEMPERATURE PERCENT 3.6 OF OIL IN TANK LOG NUMBER OFFICE USE ONLY GRAVITY CORR. TO 60 °F TIME ARRIVED 1st TIME 2nd GROSS BARRELS DELIVERY STATION X TEMP. FACTOR BS & X FACTOR NET BBLS. DRIVER OPERATOR'S WITNESS S I.D. HAZARD PROPER PG TOTAL NUMBER SHIPPING NAME **CLASS BBLS** UN PETROLEUM 3 111 1267 CRUDE OIL

"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".

STRAIGHT BILL OF LADING - SHORT FOR NOTICE: Shippers of hazardous materials must enter 24-hour e		Date	3-22	Bill of Lac	ding No	
response telephone number under "Emergency Response Phon				Shipper N	No/	
Memorandum Acadi	ana Oil	COMPANY		Carrier N)	
	(Name of C			Odirici iv		
TO: Consignee Acadiana Oil Compa	· y	FROM: Shipper	ourillion	n Dack	4	
Street 1825 River Rd.		Street 55	54 Du	dey Be	ernard Rd.	
Destination Be Curick Zip Code	70842	Origin		Zip Co	de 70357	7
Route: HLY 90 Vehicle N	No. 2001-	O3 SCAC			gency Response e Number 1-838	255-3924
Shipping +HM Consideration and Constitute stown	ing must be so marked and	ial or additional care or attention d packaged as to ensure safe tr of National Motor Freight Classi	ensportation with	Weight (Subject to Correction)*	Rate or Class	CHARGES
152.5 X UN 1267 Petroleur	Crude Oil	1,3, pg.11		79.100		
h.1		, , ,				
1575						
125.2						
	_					
505						
			-			
	-					
*If the shipment moves between two ports by a Carrier by water, the law requires that the bill of lading C.O.D. TO: state whether weight is "carrier's or shipper's weight". ADDRESS		C.O.D.	C.O.D. FEE: PREPAID COLLECT		TOTAL CHARGES: \$	
Note-Where the rate is dependent on value, shippers are required to	Subject to Section 7	of the conditions, if this sh	ipment is to be de	elivered to the consid	gnee without FRE	EIGHT CHARGES
state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated	recourse on the con	nsignor, the consignor shall ot make delivery of this sh	sign the following	g statement.	Check	Appropriate Box:
by the shipper to be not exceeding	charges.	ot make delivery or dris si	aprilene visitode p	dayment of freight b		reight prepaid
\$per	-	(Signatu	ure of Consignor)		Co	ollect
RECEIVED, subject to the classifications and lawfully filed tariffs in effect and condition of contents of packages unknown], marked, consigned, and concorporation in possession of the property under the contract] agrees to destination. It is mutually agreed as to each carrier of all or any of, said erry, that every service to be performed hereunder shall be subject to all the date hereof, if this is a rail or a rail-water shipment or [2] in the applicate terms and conditions of the said bill of lading, set forth in the classifications accepted for himself and his assigns.	fect on the date of the lestined as indicated al carry to its usual plac property over all or an the terms and condition licable motor carrier cl cation or tariff which g	e issue of this Bill of Lading above which said carrier (th ce of delivery at said destin ny portion of said route to ns of the Uniform Domestic lassification or tariff, if this governs the transportation	the property de le word carrier be lation, if on its ro destination and as Straight Bill of L is a motor carr of this shipment,	scribed above in app eing understood throute, otherwise to de s to each party at a Lading set forth (1) if er shipment. Shippe and the said terms	arent good order, exceughout this contract as liver to another carrier ny time interested in al n Uniform Freight Class in hereby certifies that and conditions are her	pt as noted (contents s meaning any person on the route to said Il or any of said prop- sifications in effect on he is familiar with all leby agreed to by the
Wark with "RO" if appropriate to designate Hazardous Materials as defined in the fransportation Regulations governing the transportation of hazardous materials. The is no applicable method for identifying hazardous materials on Bills of Lading per 172.201 code of Federal Regulations. Also when shipping hazardous materials, the shipper's corresponded in section 172.204(a) of the Federal Regulations, as indicated on the Bill unless a specific exception from the requirement is provided in the Regulation for a par	use of this column is p 1(a)(1) (iii) of Tide 49 1 ertification statement ti of Lading does apply. P	The format and content of hazar sany interpretation of requireme 172, Subpart CShipping Papers close 172.201 (Hazardous Mat Proper shipping name, hazardou and subsidiary class(es).	ents as described in 4 Such description or terial Table) and Sec	49 Code of Federal Regionsists of the following pations 172.202 and 17	or damage per Sec- 2.203: may be ap	by limitation for loss in this shipment oplicable. See 49 es Code, Sections I(A) and (B).
SHIPPER						
PER						
This is to certify that the above named materials are properly of marked, and labeled, and are in proper condition for transportation applicable regulations of the U.S. Department of Transportation.	on according to the t	Carrier acknowledges receipt tion was made available and/ or equivalent documentation	or carrier has the	U.S. Department of	Transportation emergen	cy response guidebook

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OTICE: Shippers	BILL OF LADING - of hazardous materials muse number under "Emerger	ist enter 24-hour e	mergency	Date	-23-22		ading No	3	
1emorandum		1 1	1.1	(nachen	,		No		
icinoi anaam	-	1.000	[Name of Ca	arrier)	(Carrier	No		
O: lonsignee	Aced.co	0.1 com	Dery	FROM: Shipper	Courille	as Dach		Ü	
treet	1825 Ru	r RD.	,	Street	554 D	. Stey 130	rions		
estination	Rerwich	Zip Code	70842	Origin		Zip C	ode 76	. 3	
oute:	Huy 90	Vehicle N	io. 2001-	01	SCAC	Eme	rgency Resp ne Number /	onse	1
No. Shipping +HM Units	Kind of Packaging, Descri Special Marks and E	stowir	mmodities requiring special ag must be so marked and y care. See Section 2(e) of	packaged as to ensi	r attention in handling or ire safe transportation with ght Classification, Item 360.	Weight (Subject to Correction)*	Rate or	Class	CHARGES
52.7 X	UN 1267 F	etioleum	Crude Oil	, 3, 6	9.11	79.100			
oble		1	v - 2 - 1				-	-	
757		152.7	bbls				-		
		-5					-		
					~		_ =		
arrier by water, the	ves between two ports by a law requires that the bill of lac t is "carrier's or shipper's weigi	REMIT C.O.D. TO:	- 8	0.D. nt. \$	C.O.D. FEE: PREPAID COLLECT	\$	TOTAL CHARGES:	\$	
	te is dependent on value, ship writing the agreed or declared				if this shipment is to be		0803690		IGHT CHARGES
	writing the agreed or declared red value of the property is her		recourse on the cons	signor, the consig	nor shall sign the following f this shipment without	ng statement.		1	Appropriate Box
y the shipper to be	not exceeding	, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,	charges.	mone comon y	and dispirate transact	pojinana ar maigina	G. 10 G.	☐ Fre	eight prepaid
	per				(Signature of Consignor)			☐ Co	llect
condition of conte corporation in poss ination. It is muti, that every service date hereof, if this terms and condition oper and accepted for	ect to the classifications and la ints of packages unknown), ma ession of the property under the ually agreed as to each carrier to be performed hereunder s a rail or a rail-water shipm on so of the said bill of lading, or himself and his assigns.	ked, consigned, and di he contract) agrees to of all or any of, said p hall be subject to all p hent or [2] in the applie et forth in the classific	istined as indicated ab carry to its usual place roperty over all or any e terms and condition; able motor carrier cla ation or tariff which go	ove which said come which said come of delivery at second of said respection of said results of the Uniform selfication or tanion werns the transport	in Lauring, the property in miner (the word carrier to id destination, if on its route to destination and a Domestic Straight Bill of f, if this is a motor car pretation of this shipment.	escaped above in appeing understood through, otherwise to do so to each party at Lading set forth (1) rier shipment. Shipment and the said terms	parent good or oughout this co leliver to anoth any time intere in Uniform Fre per hereby cert s and condition	order, except ontract as er carrier ested in all eight Classi ines that has are here	meaning any pers on the route to so or any of said pro- ifications in effect he is familiar with aby agreed to by t
rk with "RQ" if approphisportation Regulation optional method for id- le of Federal Regulation scribed in section 172	priate to designate Hazardous Mai is governing the transportation of he entifying hazardous materials on Bi ins. Also when shipping hazardous r 2.204(a) of the Federal Regulations in from the requirement is provided in	erials as defined in the lazardous materials. The use for the last of Lading per 172.201(naterials, the shipper's cerus indicated on the Bill of the shipper's cerus indicated on the Bill of the Bill of the shipper's cerus indicated on the shipper's cer	J.S. Department of The se of this column is partial (1) (iii) of Title 49 17 tification statement to f Lading does apply, Prince 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e format and conter ny interpretation of r '2, Subpart C-Shippi ns 172.201 (Hazar	t of hazardous item list is the equirements as described in g Papers, Such description dous Material Table) and Se hazardous class, JUN identi	e responsibility of individed 49 Code of Federal Reconsists of the following ctions 172,202 and 1	gulations per Sec- 72.203: may g group, Unit	e: Liability damage be app ed State	y limitation for lo in this shipme plicable. See 4 is Code, Section (A) and (B).
			CA	RRII					
			PE assified, packaged, Ca		V				

marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

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STRAIGHT BILL OF LADING – SHOP NOTICE: Shippers of hazardous materials must enter		Date 3-2	4-22	Bill of La	ding No	
response telephone number under "Emergency Respo				Shipper I		1/4
Memorandum Aca	diaa Oil Ca	mpany		Carrier N	2	
T0	(Name of Ca			CGITICIT	· · ·	
TO: Consignee Acadiana Oil Co	repery	FROM: Shipper	Covillier	Dech		
Street 1825 River Rd		Street	554]	Judley B	erreid	
Destination Rope the	Zip Code 10842	Origin		Zip Co	de //	
Route: Hwy 90	Vehicle No. 2001 -	-03 sc	AC		gency Respon e Number /	nse
No. Shipping Units HM Kind of Packaging, Description of Ar Special Marks and Exceptions	ticles Commodities requiring special stowing must be so marked and ordinary care. See Section 2(e) of	packaged as to ensure sa	fe transportation with	(Subject to Correction)*	Rate or C	CHARGES
148 X UN 1267 Pet	schem Crude O	1.1, 3, pg	11	78,000		
Hole						
50/13	1412 bbs					
	1-10 0015					
				-		
*If the shinment moves between two norts by a REMIT	Г	0.0	C.O.D. FEE:		70741	
"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". ADDR	. TO:	O.D. mt. \$	PREPAID	s	TOTAL CHARGES: \$	3
Note-Where the rate is dependent on value, shippers are n	equired to Subject to Section 7 o	of the conditions, if this	s shipment is to be d	elivered to the consi	gnee without	FREIGHT CHARGES
state specifically in writing the agreed or declared value of the The agreed or declared value of the property is hereby specific		signor, the consignor s t make delivery of this			and all other	Check Appropriate Box:
by the shipper to be not exceeding	charges.					☐ Freight prepaid
\$per			nature of Consignor)			Collect
RECENED, subject to the classifications and lawfully filed to and condition of contents of packages unknown), marked, consignor corporation in possession of the property under the contract) destination. It is mutually agreed as to each carrier of all or a rerry, that every service to be performed hereunder shall be subject to the performed hereunder shall be subject at the hereof, if this is a rail or a rail-water shipment or (2) the terms and conditions of the said bill of lading, set forth in this per and accepted for himself and his assigns.	gned, and destined as indicated abit agrees to carry to its usual place my of, said property over all or any first, to all the terms and conditions	pove which said carrier e of delivery at said de y portion of said route as of the Uniform Dome	(the word carrier be estination, if on its ro to destination and as estic Straight Bill of I	eing understood thro oute, otherwise to de s to each party at a ading set forth (1)	ughout this con liver to another ny time interest n Uniform Freio	tract as meaning any person carrier on the route to said ted in all or any of said prop-
Mark with "RO" if appropriate to designate Hazardous Materials as del Transportation Regulations governing the transportation of hazardous mat an optional method for identifying hazardous materials on Bills of Lading p. Code of Federal Regulations. Also when shipping hazardous materials, the prescribed in section 172.204(a) of the Federal Regulations, as indicated unless a specific exception from the requirement is provided in the Regulat	terials. The use of this column is par per 172.201(a)(1) (iii) of Title 49 17 e shipper's certification statement tion of on the Bill of Lading does apply, Pro	ne format and content of his ony interpretation of require 72, Subpart C-Shipping Pap ons 172.201 (Hazardous roper shipping name, haza nd subsidiary class(es).	ements as described in a pers. Such description of Material Table) and Sec	49 Code of Federal Reg onsists of the following p tions 172.202 and 17	per Sec- 2.203: may group, United	Liability limitation for loss amage in this shipment be applicable. See 49 d States Code, Sections 16(c (1)(A) and (B).
SHIPF						
PER	INTERPRETATION PROPERTY.	ONNION ON PROPERTY.	DUDE OF PARKERS ASS	ALL REALINES ALEXA	ARRIGA ARRES	O.M.COOLOGO AND
marked, and labeled, and are in proper condition for tr applicable regulations of the U.S. Department of Transp	ransportation according to the tio	on was made available a	nd/or carrier has the	U.S. Department of	Transportation e	emergency response informa- mergency response guidebook lood order, except as noted.

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STRAIGHT BILL OF LADING - SHORT FORN NOTICE: Shippers of hazardous materials must enter 24-hour error		> -			-	
NOTICE: Shippers of hazardous materials must enter 24-hour emer response telephone number under "Emergency Response Phone Nu	mber. Date	5-24-22				
TO: Acad cya ()			Bill (of Lading I	No	
Consignee Acad . 11	(Name of Carrier)		Ship	per No	4	
Street 1875 Di Conpuy	FROM:		Carr	ier No. Z	4	
Destination 18	Shipper	Co. 11	0. N		1	
Route: Zip Code	Street	554	Dec	ch		
No They III	0892 Origin	37	Dudley	Rei	Tie	
Units +HIVI Speciality Description of Articles 2	2001-01	SCAC	Zip	Code	75	
Units Special Marks and Exceptions Storing must be storing must be special Marks and Exceptions	s requiring special or additional care or e so marked and packaged as to ensure see Section 2(e) of National Moreon		Fr	nemenou D	esponse	
11) MV 1267 Detroleum	s requiring special or additional care on e so marked and packaged as to ensure see Section 2(e) of National Motor Freig	re safe transportation with	Weight (Subject to	- Numbe	er/	- 3
Dh/s	Inde Oil, 3,	26 //	Correction)*	Rate	or Class	CHARGE
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ote-Where the ra	ate is dependent on value, shippers writing the agreed or declared value	s are required to	Subject to Section	7 of the conditions	, if this shipment is to be	e delivered to the cons	ignee without	FREIG	GHT CHARGES
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	and labeled, and are in proper condition regulations of the U.S. Department of		according to the	tion was made avail	es receipt or packages an lable and/or carrier has t nentation in the vehicle. F	the U.S. Department of	Transportation	emergency	

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NOTICE: Shippe	Γ BILL OF LADING – Sers of hazardous materials must	enter 24-hour er	mergency	Date 3-	19-	22	Bi	ill of La	ding No		
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Transportation Regul an optional method fi Code of Federal Regu prescribed in section	ations governing the transportation of hazar or identifying hazardous materials on Bills diations. Also when shipping hazardous mate 172.204(a) of the Federal Regulations, as aption from the requirement is provided in th	dous materials. The us Lading per 172.201(a rials, the shipper's cert indicated on the Bill of	se of this column is a)(1) (iii) of Title 49 bification statement Lading does apply,	pany interpretation of 172, Subpart C-Shipp tions 172.201 [Haza Proper shipping name and subsidiary class(e	requirementing Papers. Indous Mate Indous Mate	ts as described in Such description rial Table) and Se	49 Code of F consists of the ections 172.2	ederal Re e following O2 and 1	gulations per Sec- 72.203: may g group, Unit	damage i be app	in this shipment licable. See 49 Code, Sections
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This is marked	to certify that the above named mater, and labeled, and are in proper conditions of the LLS. Department of	on for transportation	ssified, packaged, according to the	Carrier acknowledge tion was made avail	able and/o	of packages and or carrier has th	e U.S. Depar	placards	Carrier certific	es emergency emergency	cy response informa- response guidebook

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